LOILO, PHILIPPINE ISLANDS.

THE UNITED ASBESTOS

Sole Agents for the INITED ASBESTOS COM PANY, LTD. LONDON. DODWELL & CO., LINITED, General Managers.

1881. NEW SERIES No. 1396. 日六十月一十年五十二緒光 MONDAY, DECEMED

Banks.

THE TOROHAMA SPECIE BANK, LIMITEL

ESTABLISHED 1880. CAPITAL SUBSCRIBEDYen 24,000,000 RESERVE FUND 7,500,000

Head Office :--YOKOHAMA.

Branches and Agencies. TOKIO. KOBE. NAGASAKI. LONDON. **NEW YORK:** LYONS. SAN FRANCISCO. HONOLULU. SHANGHAL вомвач. TIENTSIN.

LONDON BANKERS : THE LONDON JOINT STOCK BANK, Lb. PARŘS' BANK, LD. THE UNION BANK OF LONDON, LD.

Hongkong Agency :-Interest Allowed. On Current Account at the rate of 2 per cent. per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent.

Hongkong, 4th October, 1899. THE CHARTERED BANK OF INDIA, - AUSTRALIA AND CHINA.

S. CHOIL

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:-LONDON.

RESERVE LIABILITY OF SHARE-

NTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances. On Fixed Deposits for 12 months... 4 per cent.

T. H. WHITEHEAD, Manager, Hongkong. Hongkong, 20th May, 1898.

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Tacls. SUBSCRIBED CAPITAL 5,000,000 PAID-UP CAPITAL 2,500,000

Branches and Agencies. CANTON, PEKING. CHEFOO. SINGAPORE. CHINKIANG. SWATOW. FOOCHOW. TIENTSIN. HANKOW.

Head Office :-- SHANGHAL

"I"HE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH. Advances made on approved securities. Bills discounted.

INTEREST ALLOWED ON DEPOSITS. 3 % per Annum Fixed Deposits for 3 months.

E. W. RUTTER, Acting Manager, Hongkong, 21st November, 1899. T ONGRONG AND SHANGHAI BANKING CORPORATION.

RESERVE FUND\$11,000,000 RESERVE LIABILITY OF PROPTORS.\$10,000,000

COURT OF DIRECTORS: R. M. GRAY, Esq., Chairman. N. A. Siebs, Esq., Deputy Chairman. -David Meyer Moses, Esq. A. McConachie, Esq. •E. Goetz, Esq. A. Haupt, Esq. A. J. Raymond, Esq. P. Sachse, Esq. The Hon. J.J. Keswick. | R. Shewan, Esq. CHIEF MANAGER:

Hongkong-Sir THOMAS JACKSON. MANAGER: Shanghai-J. P. WADE GARD'NER, Esq.

LONDON BANKERS-LONDON AND COUNTY BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED: On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS: For 3 months, 23 per Cent. per Annum. For 6 months, 3\(\frac{1}{3}\). per Cent. per Annum. For 12 months, 4 per Cent. per Annum. THOMAS JACKSON, Chief Manager.

Hongkong, 16th October, 1899.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 31 PER

CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum. For the HONGKONG AND SHANGHAL BANKING CORPORATION,

T. JACKSON, Chief Manager. Hongkong, 1st August, 1895.

THE NATIONAL BANK OF CHINA, LIMITEDA

HEAD OFFICE:-HONGKONG.

Board of Directors:-Chan Kit Shan Bog-Chow Tung Shang, Esq. | Kwan Hoi Chuen, Esq. D. Cillies, Esq. J. T. Lauts, Esq.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 % Hongkong, 30th May, 1899.

Antimations.

AND ORIENTAL NAVIGATION COMPANY.

CAPTAINS TO SAIL LONDON Socotra........ T. H. Hide, R.N.R. About 28th Dec. ... Freight only. LONDON, &c.,. Coromandel *.F. W. Vibert, R.N.R. ... Noon, 23rd Dec. ... Freight or Passage. * (See Special Advertisement).

For Further Particulars apply to

Hongkong, 16th December, 1899.

H. A. RITCHIE, Superintendent.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

ONDON, NEW YORK, BOSTON, BARTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS:

Steamers will call at SOUTHAMPTON to land Passengers and Luggage. N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION,)

	· · · · · · · · · · · · · · · · · · ·	_
	STEAMICRS.	SAILING DATES,
	STEAMIRS. PRINZ IFEINRICH	WEDNESDAY, 27th December.
	-PKBOSEN	WEDNESDAY, 10th Lanuary!
'	KAKLSKOME	WEINESHAY and Language
	SACHSEN	WEDNESDAY, 7th February
	-QLDENBUKG	WEDNESHAY and Labruage
	BAVERN	WEDNESDAY, 7th March.
	BAYERN STUTTGART KONIG ALBERT	WEDNESDAY, 21st March.
	KONIG ALBERT	WEDNESDAY, 4th April.
	· WEIMAR	WEDNESDAY, 18th April.
	PREUSSEN	WEDNESDAY, and May,
	HAMBURG, (Hamburg Amerika Linie)	WEDNESDAY, 16th May.
	IIAMBURG, (Hamburg Amerika Linie) PRINZ IIEINRICH	WEDNESDAY, 30th May.
		· · · · · · · · · · · · · · · · · · ·

N WEDNESDAY, the 27th day of December, 1899, at 9 A.M., the Steamship "PRINZ HEINRICH," of the NORDDEUTSCHER LLOYD, Captain H. Süpmer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES

Shipping Orders will be granted till NOON, on MONDAY, the 25th December, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 26th December, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 26th December. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board. NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

AGENTS.

[1394a

Hongkong, 18th December, 1899.



PRICE \$80. LANE, CRAWFORD & CO.

is accentuated by an Exchange of Seasonable Gifts.

WE ARE NOW SHOWING A CHOICE AND NOVEL COLLECTION OF TOYS AND FANCY COODS

SUITABLE PRESENTS FOR ALL AGES

W. POWELL & Co., · Immediately Opposite P.O., 1st floor. 18, 1899.

號八十月二十英港香 一拜禮

THIRTY DOLLARS PER ANNUM.

Untimations.

SALES

ACCELERATED by Connectition and POPULARITY. DAILY

INCLASING ON ACCOUNT OF

UNIFORM

PERMANENCY RESULTS.

TTRACTED, Zeinseted,

Sole Consignees,

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

UNITED ASBESTOS CO., LD., LONDON, CONTRACTORS TO H.M. GOVERNMENT. .:

MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. "VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.

ESTIMATES given for every DESCRIPTION of WORK. CHIEF SUPERINTENDENT......THOMAS SKINNER. SUPERINTENDENTARCHIBALD RITCHIE. DODWELL & CO., LIMITED, General Managers.

PEAK HOTEL

CRAIGIEBURN.

I'HE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea Level. CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter. Well appointed rooms, attentive service and excellent Cuisine.

CITY OFFICE, 7, Duddell Street. Hongkong, 31st October, 1899. A. MOIR. Manager.

CÉLESTINS.

Telephone

LANDED.

A FRESH SUPPLY OF

THIS WELL KNOWN AND EXCELLENT WATER.

CALDBECK, MACGREGOR & CO., WINE AND SPIRIT MERCHANTS.

ENGLISH

BASS

> H. PRICE & Co., 12, QUEEN'S ROAD.

Hongkong, 6th December, 1899.

THE

No. 5-B, BUND, YOKOIIAMA.

* FIRST-CLASS HOTEL Centrally situated; well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all

Special attention paid to the Comfort of Visitors.

Yokohama, 1st October, 1897.

E. V. SIOEN, Manager.

REGATTA HOLIDAYS.

THE Undermentioned BANKS will be CLOSED for the Transaction of Public Business, TO-MORROW and WEDNES-DAY, the 19th and 20th instant, at 71.45 A.M. respectively.

For the CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA. T. H. WHITEHEAD, Manager, Hongkong.

For the Hongkong & Shanghai Banking CORPORATION, T. JACKSON, Chief Manager,

For the NATIONAL BANK OF CHINA, G. W. F. PLAYFAIR,

Chief Manager. For the MERCANTILE BANK OF INDIA, JOHN THURBURN. Manager, Hongkong. For the BANQUE DE L'INDO-CHINE.

Hongkong Agency, L. BERINDOAGUE, Acting-Manager, For the BANK OF CHINA & JAPAN, LIMITED,

CHANTREY INCHBALD, Manager. For the YOKOHAMA SPECIE BANK, LIMITED,

For the IMPERIAL BANK OF CHINA, E. W. RUTTER, Acting Manager. Hongkong, 18th December, 1899.

VICTORIA REGATTA.

TO-MORROW, the 19th and WEDNESDAY, the 20th December.

"APTAIN AMESBURY having kindly lent" the Victoria Recreation Club the American Barque Adolph Obrig as Flagship, the Committee request the pleasure of the Company of the Ladies of Hongkong on Board on the occasion of the ANNUAL REGATTA.

Through the courtesy of the Chief Manager of the DOCK COMPANY, the Fame will convey passengers to the Flagship each day, leaving the NEW PEDDER'S WHARF at 12.30 p.m. and p.m., and returning 10 minutes after the last

The Ladies' Prize will be presented on board the Flagship by Miss Powell TO. MORROW.

Admission to the Flagship, \$1 each day. A Portion of the Flagship will be reserved for Ladies and their Friends. TICKETS of Admission may be obtained from the STEWARD, Victoria Recreation Club,

By kind permission of Lieut.-Colonel RETALLICK and the Officers, the BAND of the Hongkong Regiment will perform each day. W. MACHELL,

Hon. Secretary. VICTORIA RECREATION CLUB. Hongkong, 18th December, 1899. THE HONGKONG ELECTRIC CO.,

LIMITED.

NOTICE.

CERTIFICATES for New Issue of SHARES are now ready and can be obtained at the COMPANY, No. 4, Queen's Buildings, in exchange for BANKER'S RECEIPTS. GIBB, LIVINGSTON & CO.,

Hongkong, 16th December, 1899. [1566a GERMAN CHURCH AND SCHOOL

THE SCHOOL of the above Society will be. OPENED on MONDAY, the 8th: January, 1900, at the Hall of the UNION. CHURCH and will be under the Personal Superintendance of Pastor and Mrs. KRIELE. As the number of Pupils to be admitted is limited, there are only a few Vacancies and Parents desirous, that their children should?

join are requested to apply to the Undersigned for all Particulars. PAUL BREWITT; Hon. Secretary, Zeiland Street, No. 2. Hongkong, 15th December, 1899. [1560a] GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

\$5 per Cask of 375 lbs. Net ex Godown "SHEWAN, TOMES & CO.,

General Manager. Hongkong, 11th December, 1899. [1534n]

To-day's Advertisements.

"The evil that men do lives after The good is oft interred with -Shakespeare.

True

that much "good that men do" dies with them. The "good they do" by means of life assurance is not "interred with their bones" but "lives after them," to bless and protect those they loved in life.

By means of some of the Equitable policies, you can be sure that the "good that you do" will live after you for twenty, thirty, forty or even fifty years.

THE EQUITABLE LIFE ASSURANCE SUCLED OF THE UNITED STATES. Hongkong, 18th December, 1899. CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA, VIA AMOY. HE Company's Steamship

"SUNGKIANG," Captain Moore, will be despatched as above TO-MORROW, the 19th instant, at Daylight The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

"For Freight or Passage, apply to HUTTERFIELD & SWIRE, Hongkong, 18th December, 1899.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED. FOR MANILA.

THE Company's Steamship "YUENSANG," Captain P. H. Rolfe, R.N.R., will be despatched

as above on SATURDAY, the 23rd instant, at Daylight. This Steamer has Superior Accommodation for First Class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 18th December, 1899. "BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL. THE Steamship

"BENLARIG." on SATURDAY, the 23rd instant, at Noon. For Freight, apply to

THE OSAKA SHOSEN KAISHA,

GIBB, LIVINGSTON & Co.,

LIMITED. FOR SWATOW, AMOY AND TAMSU THE Company's Steamship

"MAIDZURU MARU," Captain T. Ogata, will be despatched for the above ports, on SUNDAY, the 24th instant,

at Daylight. For Freight or Passage, apply to MITSUI BUSSAN KAISHA,

Hongkong, 18th December, 1899. CHINA NAVIGATION COMPANY, LIMITED.

FOR KOBE. THE Company's Steamship

"TAIYUAN? Captain Nelson, will be despatched as above on MONDAY, the 25th instant. For Freight or Passage, apply to BUTTERFIELD & SWIRE,

Hongkong, 18th December, 1899. NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE. THE Steamship

"LIGHTNING." having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed Cargo remaining on board after the 20th instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharfand Godown

Co., Limited, at Wanchai. Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co.,

Hongkong, 18th December, 1899. TORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "MONMOUTHSHIRE, FROM PORTLAND, OR., YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from

plongside. Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense. DODWELL & CO., LIMITED, Hongkong, 18th December, 1899.

To-dan's Advertisement.

CHRISTMAS & NEW YEAR HOLIDAYS

THE Undermentioned INSURANCI OFFICES will be CLOSED for the Transaction of Public Business, on SATUR DAY, MONDAY and TUESDAY, the 23rd 25th and 26th instant, and on MONDAY, the ist January, 1900. JARDINE, MATHESON & Co.,

General Agents, CANTON INSURANCE OFFICE, LD. General Managers. HONGKONG FIRE INSURANCE Limited. DOUGLAS JONES,

Secretary, Union Insurance. CANTON, LID-

W. H. PERCIVAL, Agent, INA INSURANCE Co., LD. A. S. GAP Secretary,

"CHINA TRADERS' INSURANCE CO., SHEWAN TOMES & Co., YANGTSZE INSURANCE ASSOCIATION, LIMITED.

GEO. L. TOMLIN, CHINA FIRE INSURANCE Co., LD. Hongkong, 18th December, 1899.

Untimation.



A. S. WATSON & LIMITED.

IMPORTERS OF HIGH-CLASS

Per Doz. B .- Superior Pale Dry,

dinner wine, Green Capsule - - - -C.—Manzanilla, NATURAL SHERRY, -White Capsule - - - - 12.00

CO. CUPERIOR OLD DRY, PALE NATURAL SHERRY, Red Seal Capsule - - - -

D. VERY SUPERIOR OLD PALE DRY, choice old wine. White Seal Capsule E.—Extra Superior Old

PALE DRY, very finest quality, Black Seal Capsule (Old Bottled) -

B, C, and CC are excellent dinner Wines and suitable for invalids and delicate stomachs. D and E are Captain Kroble, will be despatched as above -after-dinner-Wines of a very superior vintage. All are true Xeres Wines.

Sample bottles and smaller quanti-Hongkong, 18th December, 1899. [1568a | ties will be supplied at proportionate wholesale rates.

> We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast

> > A. S. WATSON & CO., LIMITED,

OUREN'S ROAD CENTRAL. ESTABLISHED A.D. 1841. /

The Mongkong Welegraph

HONGKONG, MONDAY, DECEMBER 18, 1899.

REUTER'S TELEGRAMS.

The War.-Cape Colony. · London, December 15th.

General Sir Charles Warren has arrived at Capetown.

Boers repulsed at Nauwport. General French intercepted a body of the enemy proceeding direct to Nauwport. The enemy's guns were quickly silenced and the Boers forced to retire with a loss of forty killed and wounded. The British loss was Captain Mosley of the Dragoon Guards wounded, one private killed and seven

Natal.

The Artillery bombarded the Boer positions round Colenso on the 13th inst. enemy did not reply.

Escape of Mr. Winston Churchill. Mr. Winston Churchill has escaped from

General Macdonald's Command. General Hector Macdonald succeeds the late General Wanchope in command of the Highland Brigade.

General Methuen's Retirement. The retirement of General Methuen's force on the Modder River was due to lack of water

at the position taken up on Monday. The Advance on Colenso. A Boer despatch states that a great British

force is advancing on the Boer position at [4] Colenso.

Cape Colony.

A sharp skirmish took place ten miles to the East of the Orange River Station, on the dislodged the Boers from their positioner Zoutpansdrift, Casualties Capt. Petiled of the York and Lancaster Routs wounded Lieut, Gregson of the Ednded.

and so men killed General Buller The "Repulsed.

December 16th. d despatch from General Buller dated Chievley Camp Friday reports a serious reverse. In attempting on Friday morning to force the passage of the Tugela Friyer he was obliged to abandon eleven guns and retire on Chively; he fears the losses are heavy. General Fitzroy-Hart who attacked the left drift was unable to force a passage, despite of the gallant attack of the Conmaughts who were leading and who suffered heavily. Colonel Brooke was wounded. General Hildyard advanced on the right and occupied the Colenso station. In the meantime the whole of the artillery division supporting the attack advancing close to the river bed found it full of the enemy who opened a, horses, thus making it impossible to-bring away the guns, and as it would have been too great a sacrifice to force the passage [unsupported by artillery, the troops were ordered to withdraw, and they returned to the Camp in good order. Throughout the day the enemy pressing on the right flank mounted men and part of General Barton's brigade.

WEATHER REPORT.

The Observatory report, says:---On the 17th at 11.55 a.m. the barometer continues falling over China, particularly in the North. The depression in N. China seems to be moving slowly Eastwards. Gradients slight; with light variable winds on the coast and light monsoon in the N. part of the China Sea.

FORECAST :- E. or varying winds, light; fair. On the 18th at 11.55 a.m. the barometer has risen considerably on the E. coast of China, fallen slightly on the S. coast and over the Philippines. Pressure is highest over N. China, and the depression is probably moving Eastwards in W. Japan. Pressure is also low, apparently, in the Pacific to the S.E. of Luzon. The monsoon will probably freshen considerably in the Formosa Channel and N. part of the China Sea. FORECAST :- N.E. winds, freshening; changeable, becoming cooler.

LOCAL AND CENERAL.

A MARINE Court will assemble at the Harbour Office to-morrow at 10.30 a.m. to enquire into the loss of the British steamship Hupeh,

THE returns of the number of visitors to the City Hall Museum for the week ended 17th December, are: Europeans 185, Chinese 1,990; total 2,175.

CRICKET.

LONG V. SHORTS.

These two opposites of the Cricket Club played a match on Saturday The "Long" had decidedly the best of it, scoring 238 in their first innings against 73 of the "lattle men." Lieut. Hall and Dr. Lowson were responsible for 66 and 57 respectively. Mr. Woodgates made a useful 41. L. Maitland (19) was the chief scorer for the "Shorts." Score:--.

THE LONGS. First lunings. Capt. Langhorne, R.A., c sub., b Wild to Lieut, Wilkinson, R.A., not out Pirst Innings.

Wild, b Vallings...... 4 Lee, h Vallings E. E. Silk, R.N., not out...... Extras 5 SHORTS. Second Innings.

R. B. Johnson, R.W.F. did not bat Wild, not out o H. E. Green, adid not hat BOWLING ANALYSIS. THE CONGS. Overs, Maid. Runs. Wides, 'N.H. Wickets

Overs. Maid. Runs. Wides. N.B. Wickets

AVoodgates..... 4

The Royal Engineer Recreation Club played two cricket matches last week, one Thursday against H.M.S. Humber and the other against the Hongkong Police on Saturday, scoring a win in both instances making 86 to 51 in the former and 89 to 55 in the latter.

good attendance of spectators this 13th inst. A patrol of Mounted Infantry sappy Valley Saturday afternoon. It was a well contested game all through, The partizons of cither side were most enthusiastic. On the whole the better team were the losers. Football is just as liable to be uncertain as cricket. Saturday's match was a 'good' example of the

Punctually at 4 p.m. the R.W.F. kicked off

from the gate end against the wind. The R.A. immediately got the ball and after some pretty play in midlield, Milne got down the wing centring beautifully to Frost who found the net with a hot shot, after 4 or 5 minutes play. From the kick off the R. W. F. travelled up the field with the ball, some very good combined play among the forwards finished with a rippin shot from Stevens, which Murphy saved well but only at the expense of a corner. From the kick out the ball went behind. For a bit the play was very even, the ball travelling up and down the field: O'Neall made a good run up the left wing passing every body and centering with a beautiful kick, the R. A. backs got the ball, which was returned down the field to Lt. Green, who got away, passing to his right wing just in the nick of time. It was a good rush but was well stopped by Bellis. The R. W. F. forwards made another rush up the Field, peppering the goal, but failed to get through, Murphy being too good for them.
Here Brown R. A. right half-back got a bac. kick on the side of the leg and had to be helped off the field not to return. This handicapped galling fire at close range killing all the the R. A. considerably as Brown was playing a good game and they had to play with only four men in the forward line. After this the R.W.F. attacked incessantly and only by the good goal keeping of Murphy were they prevented from scoring. They gained corner after corner, but failed to gain anything from the kicks. O'Neall here over kicked himself and had to be taken off the field for a bit. This made the sides even for a bit. The R.A. by series of rushes in which luck rather than play seemed to predominate evenwere kept back by Colonel Lord Dundonald's | tually got the ball through for a second time O. Neall returned to the field and the R.W.F. warmed up and after some pretty passing across the field succeeding in heating Murphy by a low shot. Shortly after this the whistle blew for halftime with the score :-38th Co., R. A. 2, A. Co., R.W.F.I.

On changing ends the play was very even for some time, the ball being taken backwards and forwards with marvellous rapidity, a very pretty bit of work by Lt. Green, Frost and Milne ought to have ended in another goal for the R.A. but the shot was wild From the kick out the R. W. F. got the ball and travelled down at a great rate passing every one. With yells of delight from their partizans they arrived in front of goal with only the goal keeper before them. Murphy was equal to the occassion making a brilliant save. The R. A partizans were delighted and yelled themselves hoarse. Again, shortly after he made another fine save. A high shot from Stevens he just managed to get clear over the bar. It was a hard shot from about 6 yards distance which he could only just reach by jumping; from the corner kick the R.W.F. hovered in front of the goal for some time and there was some good foot and head work. From this on the R.W.F. were continually pressing but could not get through the defence and occassionally shot wildly. Lt. Green did come pretty play in a quiet unostentatious way. This sort of play gave the backs a spell for a bit but, they were hard pressed at times. From a kickout from goal, Green got the ball, passing it to Milne, who got a straight run right up the field. Some lively play in front of the R. W. F. goal followed, but no score was made. O. Neall's knee having given out, he took the goalkeepers post. who went forward to make a last rally to try and equalize, but it was no good. The ball was in R.W.F. quarters when the whistle blew, with no further score added, leaving the R.A. the winners of a good game.

38th Co., R. A. 2. to A. Co., R. W. F. t. There is not much doubt about which was the better team in this match. The R.W.F. forwards got away every time they made a determined effort. The. R.A. went a head by fits and starts and then fell back on their defence. The R.W.F. played a more consistant game and but for the splendid goal keeping of Murphy must have won hands

For the victors the goal keeper was in excellent fettle. The backs played well. For the R. W. F. all the forwards played well but the backs were a bit'at fault.

The 38th ought to put in a lot of practice before they again enter the field, as they can hardly expect to have the same luck twice running. They rather lack cohesion both in the front rank and also in the defence. Where they made a mistake in the field, is continually steadying the ball before kicking. If you have plenty of time, well and good, but if you have a man charging you, it is fatal always. The teams lined up as follows :--

38A CO., R. A.

Bellis Haifbacks. Kelly. Gidman. Forwards. Richardson, Milne, Frost, Lt. Green, Styles, Stevens. O. Neall. Demely. Halfbacks. Jones. Deagon. Store.

Rhodes.

A. CO., R. W. F. Referee. Mr. Looker. HONGKONG ENGINEERS F. C. v. 25th S.D., R. This match was played on the Causeway ground on Saturday. The match was marred by an unfortunate accident happening to Galt. He fell with his arm underneath him and fractured his fore arm. He will be much missed in the ranks of the Engineers, as he was a D. Barkworth, most useful centre forward. The arm was set A. C. A. Corneck, A. C. A. Corneck, unfortunate player off to the hospital. Only A. A. Campbell, s.s. Loongsung 15 minutes play each way was played and E. Maneckji & Co. minutes inspite of the fact of the Engineers being a man P. D. Gotla & Co. shot they had decidedly the best of the game. D. Albassah It was more of practice game than anything M. Ismail else, as the unfortunate accident spoilt the | Cassum Mahomed & Co. interest in the game. There was no score at | Queen's College Boys further substime. We are happy to be able to say that no fault is attached to anybody and that the whole Suscribed by British Community, thing was a pure accident. We wish to express

see him again in the field before the end of E. J. Main The Hongkong F. C. will play the Officers of W. Mason the Navy this afternoon on the Happy Valley.

WILLIAM MAGLEOD, D.D.S. Dentist.

2nd Floor Thomas Grill Room. Hongkong, 14th December, 1899. [1549a

REGATTA REGULATIONS.

The following are extracts from the Governmenta Gasette of 16th December 18991 Under the provisions of Section -27-of Ordinance No. 10 of 1869, the following regulations, having been approved by His Excellency the Governor, will be observed un. the 19th and 20th instant, being the days of the Victoria Recreation Club Regatth 1. A Red Burgee will be holsted at a maff on the Judge's Stand 5 minutes before the starting

of a Race, and will bo kept flying until th

race is finished. flying, all boats, junks, &c., are to keep outside the Western Boundary of the Course in order not to interfere with the competing crews.

3. The Western Boundary of the Course-will be drawn from the Judge's Stand off the Kowloon Godowns to the Gunboats' mooring-buoys off the Royal Naval Establishment at Kowloon, and continued on to Tai-kok-tsui Point. 4. Launches following the Races must keep astern of the sternmost of the competing boats.

(N.B.—This regulation does not apply to the launch of the Umpire or other Official of the R. MURRAY RUMSEY, Retd. Comdr., R.N.,

Harbour Muster, &c. Harbour Department, Hongkong, 12th December, 1899. PUBLIC HOLIDAYS.

His Excellency the Governor has been pleased to appoint Saturday, the 23rd day of December, 1899, to be observed as a Public. Holiday, and Tuesday, the 2nd day of January, 1900, as a holiday in the Government Departments, in addition to the following Public Holidays prescibed by Section 6 of The Holidays Ordinance, 1875, viz.:--

Christmas day. The 26th day of December. The 1st day of January.

By Command, J. H. Stewart Lockhart,

Colonial Secretary. Colonial Secretary's Office, Hongkong, 16th December, 1899.

-LEAVE OF ABSENCE. His Excellency the Governor has been pleased to grant Lieutenant G. C. Fullerton, An Machine Gun Company, Hongkong Volunteer Corps, twelve months's leave of absence with effect from the 22nd November,

> By Command, : J. H. STEWART LOCKHART, Colonial Secretary.

Colonial Secretary's Office, Hongkong, 11th December, 1899.

CONCERT AT ST. ANDREWS

A concert was given at St. Andrew's Hall on the shop, whose chop he had forged and that he Saturday evening before a good house, in aid had taken some of the cloth, fraudulently obof the "Kowloon Institute" and the "Star" Jained, to a tailor at Yau-ma-ti and had the Coffee House. The singing was well appre- stuff made into clothing. The defence would ciated, judging from the generous applause lavished on the singers, especially after Mrs. received from a fortune teller and that the Vallings' exquisite rendition of "Ask Nothing goods were given to this man." But he did not More" but her encore song "Lremember" | think the jury would beleive the story that though sung in her best style, was disappointing to the audience who were fortune teller when they had heard the evidence. hoping for one of the sweet Scotch ballads, Evidence was the gone into: with which Mrs. Vallings so easily succeeds in The prisoner made at long rabbling statecharming her listeners. Madame Sculforts ment. His Lordship in summing up said the and Mr. Grace's efforts, also were evidently case was a very simple one, the reason why well appreciated both being heartily recalled. there had to be six different counts was be-

The following is the programme:-1. - Song "The Gallant Salamander" Barnard. Mr. A. Barrett, H.K.R. 2.-Song ..." Ask nothing more " 3.- Song "Madrigal"......Crompton.

- Madame-Sculfort ... 5 .- Song ... "The Bedouin Love Song". Pinsuti. Mr. C. H. Grace.

Mr. C. Schroter and Mr. H. A. Siebs. Piano Maestro Galuzzi. 7 .- Song ... "Love could I only tell thee" Mr. G. H. Ardron. 8.-Song.....'Unless ".....

Mrs. Buttanshaw. "Occhi de Fata"L. Denza. 9.—Song...... Mr. R. De Calo. io. - Duct " Hamlet "A. Thomas Madame Sculfort and R: De Cato.

11.—Recitation The Hon, H. E. Pollock.

SOUTH AFRICAN WAR, SAILORS AND SOLDIERS FAMILIES FUND The Undersigned begs to acknowledge with

thanks receipt of the following subcriptions to the above Funds T. JACKSON, Hon. Treasurer. Further subscriptions will be thankfully Already acknowledged\$59,854.11 Hon. F. H. May, C.M.G.

A. J. Robsen P. C. Patell & Co. management Dr. J. H. Swan A. Abdoola & Co. C. H. Grace Mrs. Grace W. T. Marlow C. M. Bhesania H. Fazullaly & Co..... P. Edulice January E. Eleen & Co. 1 G. A. C., J. Nicol, s.s. Sabine Rickmers H. K. Archibald, 47

T. Powell, A. Dansfield, " Thos. Kerr, s.s. Taksang W. S. Thomas, ********** A. Wilson. W. H. McIntosh, ... H. D. H., s.s. Heungshan R. Rellar, s.s. Chunshan

Paterson. I. R. Wilson, S.S. Halloong

cription Yloilo

our sympathy with Mr. Galt and we hope to H. Smith Cosmopolitan Dock Lambert

W. Hulchison I. Humphrey A. Mc. Pherson E, Gordon

J. R. Craik

.W. Dalton

LEGAL INTELLIGENCE.

SUPREME COURT. CRIMINAL SESSIONS. (Before His How W.M. Goodman, Acting

Chief Justice) December 18th

This morning the usual monthly Criminal essions commenced at the Supreme Court. Mr. Francis asked that the case against Wong I for harbouring females for immoral purposes might be adjourned until to-morrow, us he had, only just been handed the brief 2. During the time that this Red Hurnee is and so had not had time to prepare. His only excuse was that the Wong I was a woman,

> The Acting Attorney Ceneral did not object. His Lordship said that prisoners ought to be ready to take their trial, at the first day of the sessions and that this week would be very busy as quite a few semi and whole holidays were advertised during the week. He asked if the Attorney-General had other cases to proceed with, if so he would grant the postponement.

The case against Leung Fuk, charged with-1, Offering, uttering, disposint of and putting off a forged request with intent to defraud

4. Obtaining goods by virtue of a forged request with intent to defraud.

6. Demanding goods by virtue of a forged request with intent to defined was proceeded

The Hon. H. E. Pollock (Act. Attorney-General) prosecuted. Prisoner being undefended but pleaded "No Guilty" The following gentlemen were sworn in

to act as jurysmen. W. H. T. Davis, F. X. Remedios, M. M. Dourdin, H. W. Rumcker, R.E. Humphreys, A. Sinclair and F. J. Barros. The Hon. H. E. Pollock, in opening the case against the prisoner said that he was charged under six counts, under the forgery ordinance. The prosecution would show that prisoner went to a man named Li Hong, a chop and stamp carver, who had a stall at the bottom of Wing Sing St. on the 27th October, and got him to cut a wooden chop bearing characters representing the firm at which he had recently been employed. The prisoner. obtained the chop and affixed to delivery orders purporting to be issued by the firm. The evidence would not be clear who really affixed the chop but it would clearly show that prisoner himself went to the Wong Cheung Ki shop on the 9th and toth of November and obtained goods and he went again on the 12th and demanded more when the suspicions of the Wong Cheung Ki shop were aroused and on making enquiries they found they had been defrauded. It would be shown that prisoner was formerly servant at be that prisoner was acting under instructions prisoner was only an innocent agent of the

cause the acts were alleged to have occured on different days. His Lordship gave the law bearing on each count, of the charge and remarked that it must not be thought that the Wong Cheung Ki shop acted in any silly manner, as they knew that prisoner had been in the employ of the shop and so had delivered 4.-Song."The Jewel Song" (Faust).. Gounod: up the goods on the first two days, but on the third they detained him until they had made enquiries and afterwards gave him in charge. The Jury would have to decide whether the paper was a forgery, they had had the evidence of the chop maker that prisoner was the man who got the chop from him. They had also the statement made when prisoner was first charged at the Police Court in which he says that it was the fortune teller who told him to get the chop and admits having obtained the goods. The fortune teller was charged at the Magistracy with prisoner but will be charged separately at these session as would another, named Tung Chu, who appeared at the Magistracy, with prisoner, the jury would therefore having nothing to do, with these two men but would confine their attentions to this prisoner. At the Magistracy prisoner denies having received any goods from the Wong Cheung Kinshop, but admits being the man who went there. It was for the Jury to decide whether, the prisoner did obtain the goods knowing the delivery

orders were forgeries The Jury after a few moments consideration returned a verdict of guilty on all the counts. His Lordship deserred sentence until after the next case was disposed of. Tsung Chu was then placed in the dock and charged with :without authority with intent to defraud

4. Procuring to be delivered goods by virtue of a forged request with intent to defraud and pleaded Not guilty." The prisoner was

The following gentlemen were sworn in as a jurors Messrs A. W. Macpherson, F. H. A. Fauchs, E. A. da Silvo, A. Rumjahn. G. A. Buckland and W. H. Gaskell:

The Hon the Acting Attorney General said the prisoner was charged under the forgery Ordinance of 1865, for assisting to procure goods on the 9th and 10th November and attenuing to do so on the 12th The evidence would show that prisoner was employed at the firm at which the last prisoner used to work and that Lenng Luk had come to him and said as he could not write himself would Tsung Cliu write out the delivery orders on which the goods were procured They did not have any clear evidence who fixed the chop to the delivery orders and what, the jury would have to decide was whether the prisoner knew when he was writing these orders, that they were to be used for a fraudulent nurpose. The defense would probably be that he wrote them in good faith and simply as a matter of business. The last prisoner had been found guilty but that did not necessarily imply that this one was also guilty. His Lordship pointed out that the name of the firm was not written and that the only connection was the firm's chop.

Fyidence was then called.

The Jury blought in a verdict of "Not guilty and the prisoner was discharged. After tiffen Leung-Fuk was re-called and His Lordship passing sentence said. He had been convicted on an idictment charging him with six crimes the first three counts charging him with crimes on three separate days and the last counts embodied having obtained and demanded goods under salse pretences. Ho did not think prisoner had the slightest adeuof the gravity of the crimes under which

each-count. the maximent punishment was, ja years alt would be impossible for mercantile businesses to be carried ou-il these were allowed. He had never met a man more respirdless of truth than the prisoner, he kept on:

contradicting himself if prisoner did not mend

The case against Tsoy Sam for offering a bribe, to a public servant with a view to influence his conduct, was them proceeded, with The Hon, H. E. Pollock (Act. Attorney-General) prosecuted. The Prisoner was undefended

but pleaded "not guilty," and said that she tend cred the \$15 in payment of rent for a stall and asked for mercy as she had some young children who were dependant upon her. His Lordship decided that the case should

go to trial: The following gentlemen composed the Jury Messrs. E. Mirow, C. M. Castro, A. N. Huke, W. H. T. Davis, M. A. Colarso, A. Sinclair and

The Acting Attorney General in opening the case said that the defendant was charged with offering on the 11th instant a bribe to Mr. Dwyer Ball, who at the time was acting as them have already recovered. [That is as Assistant, Registrar General. The evidence, good a story as Dr. Leyds has invented yet.] will show that defendant had applied, five or. six times, for permission to erect a pork stall and apparently under the impression that it would faciliate matters, had given to Mr. Ball an evelope containing two banknotes one of \$10 and the other of \$5 in value, addressed D. Ball Esq. Mr. Ball's duties at that time being to look after the letting of the stalls. At the police station when charged with the crime, she admitted having given the money to ing sergeants are travelling through certain

Evidence was then called

The Jury brought in a verdict of "Guilty." His Lordship in passing sentence said that war. if a European had been convicted for the same offence, he would have imposed 12 months' imprisonment but as it was a Chinese woman, who evidently was not cognisant of the gravity of the crime, he would only sentence her to pay a fine \$25 or in default go to prison for one

FROM OUR AMERICAN EXCHANGES.

BRITISH BAYONET BOERS AT MAPEKING.

LONDON. November 15th. A dispatch to the Daily Mail from Mafeking, sent by way of Magalpie, because the runners sent southward were unable to traverse the Boer lines, gives an interesting account of the fighting during the last week in October. The

correspondent says: After the failure to rush the town, General Cronje had recourse to the tactics employed during the siege of Potchefstroom in 1881, making an advance to the town by a succession of trenches in cchelon. Such a movement hadbeen anticipated by us for some time, and for that reason there had been sent out parties to worry the Boers incessantly by night attacks. Britannic jaw, the slap received by usat Fashoda. These tactics the enemy disliked, but he contented himself with a daily shell fire, which summed up in the one word Egotism. Every- the Boer commander, wished to construct a exposed him to little personal risk. Then by sending out Fitz-Clarence's party to worry the occupants of trenches. The little force stole out silently, in the darkness. No shotwas fired, and the men, with fixed bayonets, creeping rather than walking along, apponched the chief Boer position near the race course. Then, as they closed in, there was a shril screech. It was Fitz-Clarence's whistle and the signal for onslaught.

A ringing cheer, which the listeners back in camp caught up, was the only reply as the party dashed into the trenches. There was a shortstruggle, the attacking forces catching and bayoneting Boers under the tarpaulins, where | ships. they crouched, crying for mercy. At least fifty wrought was terrible....

For just a moment there was no systematic return fire, but then a perfect hailstorm of bullets pouted in from the trenches to the rear. Again Fitz-Clarence's whistle sounded. meant "cease firing and scatter homeward." her irresistible attractions; and the question of The British forces scattered creeping back under the furious fire in the darkness to the

Captain Fitz-Clarence and his men upon their | flight, to plant themselves in your red tunics. splendid work; saying that it was a heavy price town. The members of the party are now the envy and pride of the garrison. Even the Boer commander, Botha, expressed admiration of the attack, and added that he would take tory in accordance with its personal interests. Mafeking before long, for he meant to do one thing or the other duickly.

playing in the woman's laager. All Sunday | steal our colonies. We shall have our revenge night the Boers poured a rifle fire into the town. | for India, for Bourbon, for Canada, and for It was still going after dinner Sunday evening, Egypt. There is an immutable justice for when Colonel Baden-Powell hoisted a red lamp on the commonage, which was the scene of Captain Fitz-Clarence's night attack. The ruse answered splendidly. The moment the light appeared the Boers opened fire and their fusil. Colonies and of the Mother-country alike, will lade lasted the whole night brough.

There has been a tremendous waste of ammunition. Indeed, it is estimated_that 30,000 rounds of ball cartridges were wasted on the occasion of the night attack on the Boer trenches. Double rations have been served out to the men, who are under shelter, so as to be on the safe side if the Boers should sweep, the town by a long rifle fire. The garrison is hanging on finely. Colonel Baden-Powell has the fullest confidence in everybody, and especially in the matter of implicit obedience to the order to hold the fire until the Boers get

to close range. The shelling continued all Sunday at intervals. About 4 o'clock in the afternoon General Cronje sent in a flag of truce, giving Mafeking a last chance to surrender at the eleventh hour. While the flag was receiving attention

the heavy bombardment continued. The dispatch then describes General Cronje's great attack of Monday, the details of which have already been obtained from Colonel

Baden-Powell's official dispatch. ""The end came," says the correspondent, " after five hours' fighting.; The enemy retired, being heavily beaten for all time, so far as Mafeking is concerned. It was the hottest day of the siege, and the firing was terrific, the Boers evidently recognizing that the only way into Mafeking, if any, was by a kopje which was * gallintly defended by Colonel - Walford's men. The garrison is jubilant, while the Boers have been hurled back in disorder, on their langer and will have to content theinselves with a longrange bombardment until they are strongly re-enforced.

"The enemy lost heavily. For hours after their fighting line had been rolled back two wagons went slowly nlong their positions, picked up the dead and wounded. The kopje resembled a shambles after the fight. All the men were killed by bullets or shells. The lookout tower was shot to pieces, while even the saddles of the horses were fearfully battered about. The whole place was simply !. smashed up by the concentrated fire of seven guns and the rifles.

The Boers at first held on to their advance | OTTAWA November and

and liave commenced shelling."

Lord Salesbury on the War.

FROM OUR EXCHANGES.

Speaking at a banquet in London last night Field Marshal Lord Wolseley said that during the past two years the Transvaul Government imported 150,000 rifles and 300 cannon.

Her Majesty the Queen, telegraphing to the company assembled at the annual dinner in. celebration of the battle of Inkerman, at Portsmouth, said that the present war in South Africa vividly recalled the Crimean campaign. Her Majesty added that she was sure the veterans were proud of their younger comrades fighting in South Africa. The Queen has subscribed £1,000 to the War Relief Fund, and the Prince of Wales £262.

(From Dutch Sources.)

November 23th. The Uritish Government announces that the losses of the Transvaulers since the war began come to 90 killed and 200 wounded; most of November 24th.

General Joubert says that all hope of relief. for Ladysmith must be abandoned. He gives also his personal assurance, that the whole of General White's army will have to capitulate.

A FRENCH VIEW. A French paper says:—The British forces are not yet all landed; they are not even completely mobilised and embarked, and recruit-European countries—notably in Alsace-Lorraine--knocking at the doors of farmhouses and offering large sums for recruits for the

"Hardi Les Boers!"

NOW FOR REVENCE. (L'Avenir du Tonkin.)

applaud, at the news of the successes of that little South African nation, the Transvaal. In spite of our national and proverbial gallantry it is with a wide Rabelaisian laugh.

does not thrill with pleasure, and who does not

There is not a Frenchman in Tonkin who

that we contemplate the first-class "spanking" (la maitresse " fessée") received, since the affair began by that old coquette Albion I know very well that the Boers and their

President, the austere Kruger, have for volatile France only a moderate sympathy. Amongst these fierce Protestants, the Camsurds of the 19th Century, the memory of the Edict of Nantes and of the holy borrors committed by the dragoons of King Louis XIV., at the instigation of that old renegade of a widow Scarron alias Mmc. de Maintenon, has remained vivid. But that does not matter. We French admire bravery even amongst our worst enemies. Blessed be their hand, which returns on the Oh these English, whose philosophy may be by Colonel Baden-Powell. General Cronje, where conquerors; everywhere at home. Knavish | series of trenches in echelon fashion, but the Colonel Baden-Powell played his trump card as well as rich. Masking under the gold of British prevented the work from being carried "pounds" the inhuman discharge of their out by means of a series of night-surprises.

> last little while. And Ireland, and Egypt, and India? We police, then gave orders to open fire on them say nothing. What is the good? For all is from the kopje with Maxims and ritles. Simulpermitted to the faithful subjects of the Oucen. I taneously they were assailed by a cross shraphel

> pattern, thanks to their powerful navy. Their between two fires quickly retired, their casualcolonies carry on like prostitutes, these fair | ties numbering about one hundred. haired pimps adorned with three-decker war-

bayonets got to work and the havocathey sounded the downfall is at hand. From this the British positions. As before, the Propoint of Africa in revolt against their monstrous | tectorate Regiment made a gallant defence. demands, must arise the movement. " Hardi! les Boers, tenes bon!" Whilst you are con-Ogre is advancing towards India; China has Egypt is not yet definitely settled.

It would need but little to throw the Zulus they had some advantages to derive from your whose sword has always been cast in the balance at the last moment, to decide the vic-It is no longer the time when a gangrenous King and the caprices of a shameless courte-

nations as well as for men. present, but to-morrow. . . Chi lo sa? That is why all good Frenchmen of the

" Hardi, les Boers!!!"

repeat, with me:--

Seizure of Wireless Telegraphic Plant.

CAPE TOWN, November 9th.

Preparations for the reception of the Army Corps are being continued with unabated activity. Camps have been formed and railway transportation has been thoroughly organised. The authorities at Cape Town have seized a complete wireless telegraphic plant on board a vessel. The apparatus was consigned to a anxietý of certain Transvaal sympathisers to obtain the immediate transmission of the particular package to Delagoa by boat. But for his official connection with a certain European Government, the anxious sympathiser would have been arrested.

Firing on the Geneva Flag.

LONDON, November toth. The War Office has issued the following:-African papers that our artillery fired on the Geneva flag, General Buller, telegraphs the following account of the incident given to the | in making crude Lyddite. Standard and Diggers' News by the Rev. Dr. Martens, a Dutch clergyman with the Boers: Directly after the first cannon shot the English thought our men were at the railway station, and fired there. They were not; but one of the

shots went through an ambulance. As soon as they found their mistake they ceased firing.1 "The ambulance, in accordance with the usages, should have been three miles from the field of battle, so the ambulance cannot claim the English broke the usages of civilised warfare, but I do not think the English would have fired on them had they known this." It was

Canada's Big Offer, AN ENTIRE BRIGADE LOR SOUTH AFRICA.

at 300 yards resin, or more exactly like. The enemy is expected to draw off early in The Imperial Government has been asked potas than anything else, order to defend Pretoria. There is still no to state the number of men wanted, and orders news from the south; As I send this message; were sent out to night to arrage for their de- the same temperature as rosin, and is now ready "F" Co. R.W.F. off, 6 p Boers have gone south with wagons parture at an hours notice, and to prepare to be used as one of the most useful ingradients | C. N. Co.'s steamer Shansi leaves for Samarang stores, supplies, uniforms, and so forth.

blank forms read the implete plans and strong should need to implete plans and that a regiment a thousand brigade 5,000 that will be required. Enough applications from official have already come in to form a regiment large number of additional names will be

taken as a precautionary step. The question of calling Parliament or not depends upon England's reply... Offers to raise cavalry, artillery, and infantry

are pouring in from every part of Canada.: The presence is announced in Paris of Dr. W. I. Levds, the Transvaal envoy to Europe, whose headquarters are at Brussels. It was reported recently that he subsidised a certain section of the French Press to the extent of £10,000 per month. The French newspapers are full of ludicrous reports of great Boer victories, and even go so far as to attribute the most wanton cruelty to the British. They report that the 5th Lancers tied wounded Boers to Maxim guns and then cut them to pieces. AT LADYSMITH.

The engineers at Ladysmith have been daily occupied in strengthening the defences of the town. Entrenchments have been extended in all directions, and the surroundings of the town have been extensively mined. The ground is honeycombed with bombproof excavations for the protection of the inhabitants against the enemy's shells Lieutenent R. G. Hooper, of the 5th Lancers, who was at Estcourt, has managed to traverse the Boer line. He has regained Ladysmith, and has rejoined his regiment. It appears that the investment of Ladysmith from the south is very loosely conducted by the Boers, who are in scattered parties.

The Naval guns continued to be magnificently handled, and the lyddite shells have wrought fearful havoe. So accurate has been the aiming that on the 9th instant the two man Emperor-yells of laughter-is the fact heavy siege guns and many of the 40-pounders | that the German Emperor is not a British which belong to the enemy were silenced for subject nor a member of this House. With the space of four hours.

It is believed that during the past few days General Joubert's forces have suffered heavily from the artillery shells, also that they are in sore straits through scarcity of food. From the first commissariat arrangements of the Boers have been of the most pri- irrespective of creed or race, or the theatre of mitte description. The hurghers' were so confident of being able quickly, to overthrow the British forces at Dundee and Ladysmith that they took comparatively little trouble | importance by the persons to whom it was to ensure the arrival of food supplies at proper times. Their opinion was that the campaign | ing-and I would advise the House of Commons would be brief, and that it would terminate by | to take the same view." their taking possession of Pietermaritzburg along with all the British stores.

* AT MAEEKING.

Further particulars have been received withreference to the energetic defence of Mafeking balles Doum. Doum: whited sepulchres whose | The Boers, while bombarding the cannon which hypocritical modesty, is offended at our acts and was placed on a kopje at a corner of the affairs, and interferes in our private concerns, I town, in their attack of the 31st ultimo, were in what terms! We know but too well for the allowed to get within 600 yards of the British lines. Colonel Walford, of the South African They have arranged the world in a regular fire from the town. The enemy thus caught

In spite of the many unsuccessful attempts made by the Boers to capture Mafeking, they But let them look out! The hour has have again delivered a general assault upon The Boers were thoroughly defeated, and were driven back with very heavy loss. The enemy centrating your forces at the Cape the Russian had 50 killed, besides many wounded, while the British casualties were trifling.

Colonel Baden-Powell's defence of Mafeking affords a remarkable proof of what a small body. of men can effect against enormous odds. The appointed rendezvous, where the roll was upon you; if it were explained to them that entire force under Colonel Baden-Powell's command is not more than 1,000, and it is estimated Colonel Baden-l'owell met and congratulated defeat, the assegais would take anew their that Mafeking is surrounded by 7,000 Boers. In spite of this great inferiority in numbers the And, I repeat, we shall sincerely rejoice at | Maseking garrison holds its own. To a large to pay, but that the Boers had to be stopped this, in spite of the politicians who yet dare to extent this success is due to the skill shown in making rifle trenches within the range of the recognise our Anglo-phile policy. As if it the construction of the defences. The trenches were possible to ally ourselves with a nation | are excellently constructed so as to defy the enemy's attempts to storm the town, and to minimise the losses sustained by the garrison during engagements with the enemy. High mud walls have been thrown up. They are solidly built, and they withstand the Sunday passed quietly, the Volunteer band san will permit you to crush a Dupleix and to fire from the enemy's 64 pounders, and even from the heavier 94-pounders. The Boers keep up an inceassant fire on the town, but it is quite harmless, and no damage is done. In fact, it is merely throwing away ammunition, "Her fortudes were prosperous up till the the enemy wasting shells at the rate of 200 per

> The latest news to hand from Mafeking, shows that the Boers on October 31st in sheer desperation, departed from their usual military tactics, and despite a heavy fire from the defenders of the town, boldly attempted to capture some British cannon which were mounted on a hillock in a corner of the town. The enemy were repuled with heavy losses.

THE LYDDITE SHELL.

ITS CONSTITUENT PROPERTIES. The terribly destructive Lyddite shell, the use of which General Joubert declares to be private firm in Delagoa Bay, and was obviously | inhuman, is not by any means a new invention, destined for the Transvaal. The Government as it has been used for a hundred years as a official's suspicion was aroused owing to the dye, and is used to obtain that rich old gold colour on silk and satin. It is also used in one of the many departments of electro-plating,

Lyddite, like most other explosives, is principally composed of nitric acid and carbon, but whereas glycerine is used as the carbon element in dynamite, charcoal in gunpowder, and butter in melenite, in Lyddite the carbon is in the form of phenol. Phenol is another form of Chump's disinfectant, and, in fact, most disinfectants contain phenol in one form "A report having appeared in the South or another, and in appearance and odour it resembles tar, and turns a milky colour when mixed with water. There is no actual secret

A CLOSELY-GUARDED SECRET. the name of the chemical added to the Lyddite: to make it such a terrible explosive. There N. P. R. steamer Saint Irene leaves for Victoria FEI-CHING, Chinese steamer, 1,037, Gordon are several chemicals which, added to Lyddite give it a mild explosive force, but only about | C. & O. steamer Stratligyle leaves for San three times as powerful as dynamite. Among these are litharge and fulminate of gold. The [6 p.m.-" E" Co. H.K.V.C. Company Drill at process for making crude Lyddite is as follows, and it is quite harmless, except that it is Cargo ex Glenlochy subject to rent. poisonous. Pure phenol and sulphuric acid are mixed carefully, and slowly heated to 212 Cargo ex Gisela subject to rent. degrees (water boiling point). It is kept as this temperature for three hours, then allowed to gradually cool in the shallow dahes. When cool, it forms into amber-coloured crystals, which are carefully washed in distilled water; and, after drying, pure nitric acid is allowed to Cargo ex Suisang-subject to rent. pluckily, but they could mut live when they but the disaster at Ladysmith the Ca- flow over it for 12 hours. It is then washed came to short range, the men being shot down binet to-day decided to offer a second con- again, and looks like lumps of pale-coloured resin, or more exactly like yellow prussiate of

At this stage it will melt or become fluid, at | Football-Shield Tie, Hongkong Engineers v. in the science of electro gold and silver plating.

AN ACCIDENTAL DISCOVERY.

Lyddite was accidentally discovered to be an explosive through a workman overturning some of it in molten form, and which, flowing along the floor, came in contact with another chemical, and caused a serious explosion. now to make it the violent explosive as with a violent experiments are still being made account of the ing it for mining purposes, on explode by a blow advantages. It will not dynamite will. It will be hainmer or drill, as part of the price of dynamic out one twentieth easily and safely manufacture. ensily and safely manufacture its ach mine can and there need be no fear of make plosives, sions. It will, in fact, do away with o explofactories.—S. M. Herald.

IRISH TREASON

NO CAUSE FOR ALARM.

In the House of Commons last month, Mr. Balfour raised a tempest of laughter through the House by a delightfully clever answer to a question put by Mr. Seton: Karr as to what the Government meant to do to certain Irish members for alleged treasonable speeches. Mr. Willie Redmond was one of the offenders, and so he jumped up and wanted to know whether in expressing sympathy with Mr. Kruger he had not followed an example set by her Majesty's grandson, the German Emperor. The roars of mocking laughter which swept through the chamber had just a suspicion of lèse mal jesté about them.

Then came Mr. Balfour's reply, which, in the circumstances, was perfect. He said "I was not aware that the hon, member framed himself on the august model to which he referred. but would point out that among other differences between the hon, member and the Gerregard to the substance of the question, if my memory serves me aright, support-I do not know if I ought to call it moral support--of a similar character has invariably been offered from the same quarter to those engaged in hostilities with her Majesty's Government military operations, or the cause of the quarrel. I have, however, no ground for thinking that this support has ever been regarded as of offered-roar upon roar of laughter and cheer-

NOTANDA.

7.	CALENDAR.
	DECEMBER.
M	teorological means based on fifteen years observations to 1898.
	Barometer
,	Thermometer
	Humidity64 -
	Rainfallo.985
	TO-DAY

WEATHER REPORT. On date at . On date at Barometer..... 30.04 Temperature 77 Humidity 66

Rainfall -TO-DAY. Monday, 18th December, 1899. Chinese-14th of 11th moon of 25th year of Krvang-sii. Sun-Rises 6hr. 35min. Sets 5hr. 18min. Moon-Max. Dec. N. Shr. p.m. High water-Morningtihr. .jmin. Afternoon ghr. Smin. Low water-Morning thr. 4min.

Asternoon 2hr. 29min. ANNIVERSARIES. 1844-—Amateur Dramatic Club formed. 1845—Battle of Moodkee.

1862-Slavery abolished, U.S.A. 1867—Earthquake in Formosa... 1893-Belilios Public School opened by Governor Sir W. Robinson.

1897—Two junks pirated on the Canton River, loot to the value of \$10,000 taken. 1898-Major General Gascoigne arrived in Hongkong and assumed command.

TO-MORROW. Tuesday, 19th December, 1899. Chinese-15th of 11th moon of 25th year of Kwang-sii. 🕟 Sun-Rises 6hr. 36min. Sets 5hr. 18min. Moon-Full Moon ghr. S'a.m. Afternoon 9hr. 40min. Low water--Morning 4hr. 39min. Morning 3hr. 5min.

ANNIVERSARIES. 1842--Sir Hugh Gough and the Eastern Expedition left China. 1851-- J. M. W. Turner, painter, died.

1857 - Capture of Canton by the British and French forces. 1878-Execution of the murderer Charles Newman at Victoria Gaol.

1890—Opening of a District Grand Chapter of Royal Arch Freemasons at Hongkong. 1898-Rebel leader, Yu Man-tsze captured Chang yang and massacred too R. C. converts and a French priest, Pere Victorin.

AGENDA

TO.DAY. Cargo ex Tosa Maru subject to rent. 8 for 8.30—Regular meeting of the Jubilee Lodge of Instruction.

TO-MORROW. p.m.—Victoria Recreation Club Regatta. 4 p.m.-Election by ratepayers of two members for the Sanitary Board.

WEDNESDAY, 20th. Noon.-General meeting of the Hongkong Benevolent Society at the City Hall. t p.m.-Victoria Recreation Club Regatta. C. P. R. steamer Empress of Japan leaves for

Victoria B.C. The secret which is so jealously guarded is | C. N. steamer Chingtu leaves for Sydney and Melbourne. B.C. and Tacoma.

> Diego (about). Head-quarters.

THURSDAY, 21st. Cargo ex Preussen subject to rent. Cargo ex Rombay subject to rent. Football-Usual Rughy game. 9 p.m.-A.D.C. performance of "Mother-in-I law" at the City Hall,

FRIDAY, 22nd.

and Sourabaya.

4.30 p.m.—Football—H.K.F.C. "A" team v.

Cargo ex Vindobona subject to rent: 9 p.m. Dance, given by the Hongkong Engi neers and Ship Builders Institute, at the City Hall.

Noon.-P. & O. steamer Coromandel, with mails, leaves for England. N. P. R. steamer Monmouthshire leaves for Portland, Oregon. O. & O. steamer Doric leaves for San Francisco Football-Shield Tie-"G" Co. R.W.F. v

9 p.m.-A.D.C. rerformance of "Mother-inlaw" at City Hall.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Indian (Caledonien) to-morrow. English (Meang) 23rd inst. Canadian (Emp) 23rd inst. Australian (Eastern) China) 25th inst.
American (Nippon Marie) inst.
German (Karleryas) 28th inst. German (Karlsruce) 28th inst, Australian (Tsinan) 31st inst. American (Onsang) and prox.

American (Coptic) 10th prox.

The Ben Line steamer Bengloe, from Anwerp and London, left Singapore on toth inst. for this port.

The steamship Kumsang, from Calcutta and Straits, left Singapore for this port on Saturday, 16th inst., at 4.00 p.m.

The N.-Y. K. steamship Vareata Marie (Australian Line) left Manila for this port after- Mrs. Martin and son, Messrs. Hindemarsh, noon 18th inst. and is expected to arrive here on the 20th inst., p.m.

The P. & O. Co's steamship Massilia, left Singapore for this port to day at 8 a.m., with the Outward English Mails, and is due here on the 23rd instant about 4 p.m.

The N. P. S. S. Co./s steamer Energia sailed from Tacoma for Japan and Hongkong on the tath insl., also that the Company's steamer Queen Adelaide sailed from Yokohama for | chick, Jordan, Gregory, Owen, and 490 Chi-Tacoma on the 17th inst.

The Imperial German Mail steamship Karls: rule, carrying the German Mails, with dates from Berlin of the 27th November, has left Colombo on Sunday, the 17th inst a.m., and may be expected here on or about Thursday, the 28th inst. HONGKONG AND WHAMPOA DOCK RETURNS.

Isla de Cuba...... at Kowloon Dock. Haiching Isla de Luxon Simla.... H.I.G.M.S. Hertha ... Rohilla China,..... Nanyang , Clara , Triumph Powan D. Juan d'Austria ... " Cosmopolitan Menmuir

PASSED THE CANAL.

Ontward - 10th November - Siam, Tosa Maru. 14th November-Wittingburg, Bombay Whitehall. 17th November-Glenfarg, Bengloe, Silesia, Dardanus, Ness, Annam. 21st November - Antenor, Preussen, Bedouin, Bergenhus. 24th November-Merionethshire. 28th November - Caledonien, Alderney, Hilachi Maru, Holsalia, Romney, Thordis. 1st December - Salasie. 15th December -Kherson, Shanghai.

Homeward-ist December-Bayern, Java, Marie, Valerie, Oresies, Tonkin. 15th December-Oanfa.

ELSE, German steamer, 900, L. Boiliyer, 16th Dec., Bangkok 8th Dec., Rice. Jebsen & Co. DIAMANTE, British steamer, 1,225, R. W.

Almond, 17th Dec.,-Manila 14th Dec., General.—Shewan, Tomes & Co. PROPONTIS, British str., 1,390, W. Mackay, 17th Dec., -Singapore 9th Dec., General. -Heung Sing Steamship Co.

MONMOUTHSHIRE, British steamer, 1,871, W. A. Evans, 17th Dec.,-Portland, Oregon 16th Nov., General and Flour.-Dodwell

SINGAN, British steamer, 1,053; F. Jamieso 17th Dec.,-Canton 16th Dec., General. Butterfield & Swire. WINGSANG, British steamer, 1,517, T. H. Sella

17th Dec.,-Canton 16th Dec., General. Jardine, Matheson & Co. THALES, British steamer, 819, Passmore, 17 Dec. Taiwanfoo 14th Dec., Amoy 15 and Swatow 16th, General .-- Dougla

Lapraik & Co. Petranch, German steamer, 1,258, H. Necke 17th Dec., - Java 7th Dec., Sugar. - Orde HERMES, Norwegian steamer, 849, J. C. Jense 17th Dec.,-Tientsin and Chefoo 101 Dec., General.—C. E. & M. Co.

CHINCTU, British steamer, 1,459, J. William 17th Dec.,-Moji 11th Dec., General. Butterfield & Swire. ARGEL, British steamer, 1,855, W. H. Gibson 17th Dec ,-Kutchinotzu 12th Dec., Coa

-Mitsui Bussan Kaisha. SIAM, Danish steamer, 2,489, Glahan, 17 Dec.,-Antwerp 17th Oct., and Singapor 8th Dec., General.—Melchers & Co. WUHU, British steamer, 1,250, W. Benson 17th Dec.,--Wuhu and Chinkiang 121

Dec., General.-Butterfield & Swire. LIGHTNING, British steamer, 2,122, S. Belson, 18th Dec.,—Calcutta 29th Nov Penang 7th Dec., and Singapore 11th General.—David, Sassoon Sons & Co. ANTENOR, British steamer, 3,562, M. Jackson 18th Dec., -Singapore 12th Dec., Genera

- Butterfield & Swire.

18th Dec.,-Canton 17th Dec., General.-C. M. S. N. Co. SHANSI, British steamer, 1,250, Carnaghar 18th Dec.,-Chinkiang 13th Dec., Rice.-Butterfield & Swire,

PHRA CHOM KLAO, British steamer, 1,011, Fowler, 18th Dec.,—Bangkok 9th Dec. and Anghin 11th, Rice.—Yuen Fat Hong LEGAZPI, Spanish steamer, 583, D. Antoni Tribar, 18th Dec ... Manila 15th Dec General.-Order.

DR. HANS JURG KIER, Norwegian steamer 691, H. Lersbryggen, 18th Dec., -Swaton 17th Dec., General - Harling, Buschman & Menzell. KWANGSI British steamer 1,240, A. Harris

. 18th Dec.,-Takow 13th Dec., General.-Butterfield & Swire. WITTENBERG, German steamer, 2,650, 1 Madsen, 18th Dec.,-Hamburg 28th Oct. and Singapore 12th Dec. General.-Carlowitz & Co.

Clearances at the Harbour Office.

Wuchow, British str., for Canton. Quarta, German str., for Kobe. Kongnam, British str., for Canton. Glenlochy, British str., for Shanghai. Thales, British str., for Swatow. Saikong, British str., for Samshui. Fei-ching, Chinese str., for Swatow. Sungkiang, British str., for Amoy. Hue, French str., for Hoihow. Diamante, British str., for Manila. Shansi, British str., for Canton. Clara, German str., for Hoihow.

Kwai Lum, British steam-launch, for Macio-

Dec. 17, Bombay, British str., for Shanghai. Dec. 17, Tamsui Maru, Jap. str., for Swatow. Dec. 17, Hailoong, British str., for Swatow. Dec. 17, Amara, British str., for Foochow. Dec. 17, Hong Leong, British str., for S'pore. Dec. 17, Mongkul, British str., for Swatow. Dec. 17, Fousang, British str., for Hongay. Dec. 17, Königsberg, Ger. str., for Singapore. Dec. 17, Dardanus, British str., for Shanghai. Dec. 18, Yarra, Brench str., for Europe. Dec. 18, Swatow, German str., for Hollow. Dec. 18, Diamante, British str., for Manila. Dec. 18, Singan, British str., for Shanghai. Dec. 18, Japan, British str., for Singapore. Dec. 18, Sungkiang, British str., for Manila. Dec. 18, Hue, French str., for Haiphong. Dec. 18, Glenlochy, British str., for Shanghai.

Departures.

Passengers-Arrived.

Dec. 18, Descartes, French cruiser, for Kwang-

Dec. 18, Shansi, British str., for Canton.

chow-wan.

Dec. 18, Kwangsi, British str., for Canton.

Per Propontis, from Singapore—90 Chinese. Per Thales, from Coast Ports-Messrs. E. A. Griffiths, W. Wood, and 146 Chinese. Per Monmouthshire, from Portland, Or .-

Taylor, and 30 Chinese., . Per Diamante, from Manila-Mesars. Balchiow, Puice, Russell, Dr. and Mrs. Sanger, Lt. Thomas, U.S.N., Messrs, P. Vallet, P. Genio, India, and 135 Chinese.

Per Shansi, from Chinking-4 Chinese: Per Antenor, from Singapore-240 Chinese. Per Phra Chom Klao, from Bangkok, &c .-Miss Vosper, and 27 Chinese.

Per Lightning, from Calcutta, &c .- Mr. Gregory, Mrs. Gasper, Misses Greene, English. Sellers. Messrs. Oakley, Manook, Joseph. Cat.

Per Yarra, for Saigon-Messrs. Soa and servant, Senna, C. Soleille, 75 Chinese and x Japanese. For Singapore-Mr. Ruppert, Chu: Chow and servant, Mrs. Yung She and amah, Mr. T. Kawamura, Mrs. May and servant, Mrs. O. Gorman, Mr. and Mrs. A. W. Balch, Mr. F. Lichanco, Mrs. Kok She, Mr. Wong Chong Sham, Mr. and Mrs. Panfuch, Messrs. E. Savouret, G. Bowack, 6 Chinese, 1 India, and 22 Japanese. For Marseilles-Rev.-Father E. dos Santos Freire, Mr. Caston Emile Kahn and servant, Mr. and Mrs. G. W. M. Gleason, Messrs, M. A. Claudir, l'Abbé J. Daragon and F. G. Powell.

Per Diamante, for Manila-Mr. F. C. Carpenter, Dr. L. Ortofz, Mrs. C. M. Knapper, Mr. J. Halter, Miss Halter, J. C. Sloan, W. G. Hannum, A. J. Finlaz, F. G. Stone, Mrs. Martin and infant, Messrs, G. W. Taylor, W. R. Canfield, R. J. Coyne, F. F. Critcherson, J. Maclaren, G. Kolb. 21 Chinese (Crew of U.S. transport Pathan), and 2 Chinese by Shroff.

STEAMERS EXPECTED.

From.	Due,
Dart Darein	To-morrow
Singapore	To morrow
Manila	To-morrow
Singapore	Dec. 21st
Singapore	Dec. 22rd
Singapore	Dec. 23rd
lapan	Dec. 25th
Port Darwin	Dec. 25th
Japan	Dec. 26th
Bombay	Dec. 26th
Calomba!	Dec. 28th
Sydney	Dec. 31st
San Francisco	Jan. 2nd
San Francisco	janroth

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and in so doing-respectfully urge the managers of shipping firms to give orders to their clerks to furnish this office; on the forms already supplied gratis with the latest available information overy day.

PROJECTED SAILINGS.

CII			
		14 Mag 4 2 6 4	Value of the same
on,	Abergeldie	Portland, &c.	lan. 27th
.—-	Afridi	New York Sydney, &c Havre, &c.	Ok deen
	Airlic	Sydney, &c.	lan 6th
ar,	Ambria	Haure Rec	Jan rash
,—	America Maru	San Francisco, &c.	James 12411
	Antonor	San Francisco, &C.	Jan. 27th
th	Acomo	London New York	18n-23rd
th	Assa Mana	New York	Dec. 27th
as,	Awa maru,,,	Marseilles, &c	Dec. 29th
	Bayern	Straits, &c	Mar. 7th
er.	L-Belgian King	San-Diego, &c.	lan zoth
er,	i Beniarig	London	Dec. gard.
-	Breconshire	Victoria. B.C.	[an] tath :
n, j	Carlisle City	San Diego, &c	Ian. toth
th	Carmarthenshire	San Diego, &c	Inn alet
· •	China	San Francisco, &c.	Dec soli
15,	Chingh	Sydney &c	Dec. set
	City of Dublin	Victoria B C	Dec. 2019
	Contic	Victoria, B.C. San Francisco, &c.	110C 30III
m,	Coromondal	Sun Prancisco, &C.	jan. 20th
al.	Coronianaei	Europe, &c	Dec. 23rd
	Diomed	Europe, &c London	Jan. 9th 🎋
th	Daric,	onn Francisco, &c.	Dec. 22rd
re.	Emp. China	Vancouver, &c	an. 17th
	Emp. India		Feb. 14th
n,	Emp. Japan	Thursday Is., &c	Dec. zoth
	Futami Maru	Thursday Is., &c	Dec. 20th
th	l Caelic	INDD HEDDOISCO WOL	Labor dath
T.3	Holsatia	Havre, &c.	Reb toth
H •	Hongkong Maru	San Francisco, &c.	Rah gond
٧.,	Kagoshima Maru	Kobe & Yokohama	Dac ares
th,	Karlsrahe	Straits, &c	lace ash
	Kanier Albert	Straits, &c,	
m,	Maidaum Mari	Country Rea	rom 4th
al.	Maratia	Swatow, &c	Dec. 24th
	Mussilia	Shanghai	Dec. 23rd
n, [Monmoutnsnire.,	Portland, &c	Dec. 23rd
	Nippon Maru	San Francisco, &c.	am. 3rd
· -	Oldenburg:	Straits, &c.	eb., 21st
n,	Patroclus	London	Dec. 26th
	Preussen	Straits, &c	an. roth
_ ` l	Prinz Heinrich.,.	Straits, &c	Dec. 27th
1.	Rohilla	Inpan	Dec. 24th
J.	Sachsen		eb. 7th
c.,	Saint Irene		Dec. 30th
g.	Sarnia		
10.	Shanshi	70	an. 22nd
c.,	Silecia	Have See	Dec. 22nd
	Sacotro.		an. 31st
er,	Ctonshouls	Con Tieme	Dec. 28th
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٠,١	Sungkiang	Manua	Jec. 19th
g. I	. A 41Y William and a company	KODC	Dec. Mith
		Liverpool	Dec 32nd
1	Thales Wittenberg	Swatow, &c	Dec toth
r / I	Wittenberg	Havre. &c.	Fon. Lih
"/	Yawata Maru	lapan (Alleria)	Declinated
t.,	Yuensang	Manila to the restaural	
7.54	Yawata Maru Yucnsang		Dec. 22nd Dec. 19th Feb. 5th Dec. 23rd Dec. 23rd
		and a manage は こうしゅん かいしょう かいしょう アンプリー	الألفة والكوران والواوري وراجون

Intimations.

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Hongkong, 4th December, 1899.

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Hongkong, 12th December, 1899.

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H. C. NÍCOLLE,

12th October, 1898.

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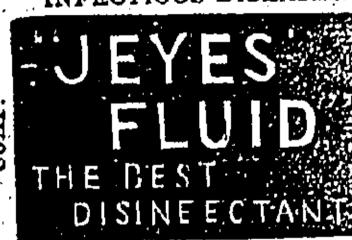
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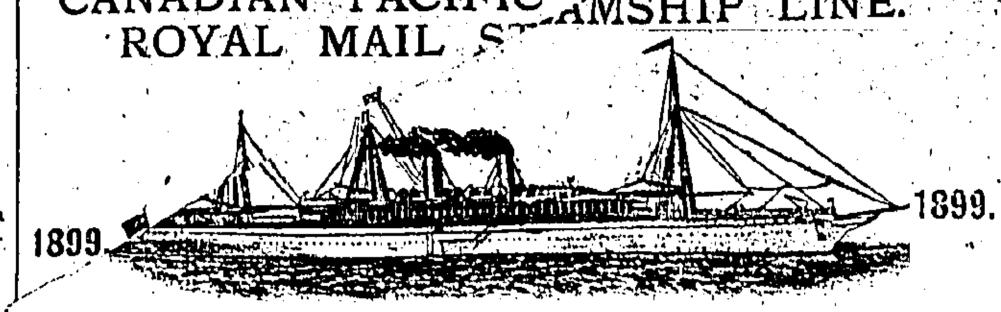
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PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R.WEDNESDAY, 20th Dec., 1899 EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 17th Jan., 1900. EMPRESS OF INDIA ... Comdw O. P. Marshall, R.N.R... WEDNESDAY, 14th Feb., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Thins-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made. at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of. Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the discisity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY frough which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated y the Company, and their appointments and Chisine are unexcelled. For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

Hongkong, 27th November, 1899.

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE; AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO

Saint Irene | 3,377 | W. Attree ... | Dec. 30. City of Dublin | 3,328 | J. R. Rae | Dec. 30. Office of the Theatre; City Hall, on and after Breconshire | 3.567 | G. E. Elliott | Jan. 13. POR PORTLAND, ORRGON.

> IN CONNECTION WITH OREGON RAILROAD AND NAVIGA-TION COMPANY. Acting Manager.

Monmouthshire | 2,874 | W.A.Evans | Dec. 23. Abergeldie | 3,777 | J. Murray ... | Jan. 27. THE attention of Passengers is directed to the very cheap rates offered by the Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried. HONGKONG TO NEW YORK LAD.

the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LIBES. HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States oints should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer). Parcels must be sent to our Office (with

address marked in full) by 5 P.M., on the day previous to sailing. For further information apply to

DODWELL & CO., LIMITED. General Agents. Hongkong, 14th December, 1899.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HÖNGKONG TO SAN DIEGO WIA INLAND SEA OF JAPAN AND TH HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS. HONOLULU and SAN FRANCISCO, The UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA &c.

Strathgyle | 5,023 | about | Dec. 30 Carlisle City..... | 3,002 | about | Jan. 10 Belgian King ... | 3,379 | about | Jan. 20

Carmarthenshire | 2,929 | about THE Steamship

"STRATHGYLE," 🥫 will be despatched for SAN DIEGO VIA KOBE, YOKOHAMA and HONOLULU. on SATURDAY, the 30th instant.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages | and Tea for London (under arrangement) will will be received at the OFFICE until the same be transhipped at Colombo into a steamer time. All parcels should be marked to address proceeding direct to Marseilles and London;

in full. Value of same is required. Consular Invoices, to accompany cargo destined to Points beyond Sun Diego, should be sent to the Company's Office, addressed to the P.M. the day before sailing. The Contents and

Passage, apply to BUTTERFIELD & SWIRE,

Agents Hongkong, China and Japan. Hongkong, 11th December, 1899.

STEAMSHIP COMPANY.

Pedder's Street.

TAKING CARGO AND PASSENGERS TO JAPÁN, THE UNITED STATES, MEXICO,

CENTRAL AND SOUTH AMERICA AND EUROPE; THE OVERLAND RAILWAYS,

ATLANTIC AND OTHER CONNECTING STEAMERS. TAT INLAND SEA OF JAPAN AND

HONOLULÚ. Proposed Sahlings from Hongkong. *Dora* (via Shanghai,)

Nagasaki, Kobe, In- (Saturday, 23rd Dec., land Sea, Yokohama • and Honolulu). Coptic (via Shanghai, Nagasaki, Kobe, In- (Saturday, 20th Jan., land Sea, Yokobama (1900, at Noon.

and Honolulu). Gaelie (via Shanghai, Nagasaki, Kobe, In- (Tuesday, 13th Feb., land Sea, Yokohama (** 1900, at Noon. and Honolulu).

THE Company's Steamship

"DORIC," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, IN-LAND SEA, YOKOHAMA & HONOLULU, The Railroad travelling is second to none on on SATURDAY, the 23rd December, at Noon. Steamers of this line pass through the IN-LAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European T Officials in the service of China and Japan, and to Government officials and their families. Passengers who have paid full fare, re-em-

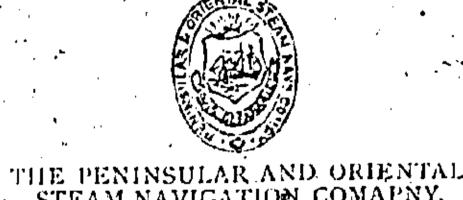
barking at San Francisco for China or Japan (or vice versa) within one year, will be allowed à discount of 10 per cent. This allowance does not apply to through fares for China and Japan

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo desfa tined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs. San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building. S. VAN BUREN, Agent.

Hongkong, 30th November, 1800.



. STEAM NAVIGATION. COMAPNY. STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. (Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.) HE Steamship

"COROMANDEL," Captain F. W. Vibert, R.N.R., carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 23rd Through Bills of Lading issued to any point instant, at Noon, taking Passengers and LCargo for the above Ports. Silk and Valuables, all Cargo for France,

other Cargo for London, &c., will be conveyed vid Bombay with Transhipment. Parcels will be received at this Office until

Value of all Packages are required. Shippers are particularly requested to note. the terms and conditions of the Company's Bills of Lading.

H: A. RITCHIE. Hongkong, 9th December, 1899.

Mails.

YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION

STEAMERS. ,	,	-		lac.		•
R. Nunome	:: {кове	and YOKOHA	М А	····} THURSE	M, 21st	Dec.,
YAWATA MARUA. E. Moses	{ NAGAS { HAM	SAKÎ, KOBE	and YOK	O-	AY, 23rd M.	Dec., :
, i		; .				
FUTAMI -MARU	MANII	LA, THURSD VNSVILLE,	AY ISLAN BRISBAN	ID, FRIDAY, 4-F.	, 29th l	Dec.,

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central

MARSEILLES, LONDON, and ANTWERP, via Singapore, }

PENANG, COLOMBO & PORT SAID . 4 P.M.

A. S. MIHARA,

NORDDEUTSCHER

LLOYD.

(Freight Service.)

Hongkong, 5th December, 1899.

AWA MARU



HAMBURG-AMERIKA

(Freight Service.)

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE : BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG

	SUBJECT TO ALTERATION.		
STEAMERS.	DESTINATIONS.	SAILANG DATES.	
Burmeister *SARNIA Fuchs *SILESIA Behrens WITTENBERG Madsen	(LONDON with transhipment in HAMBURG) MARSEILLES, HAVRE& HAMBURG. (LONDON with transhipment in HAMBURG) HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	January. About 22nd January. About 31st January. About 5th February.	Passag Freight a Passage Freight
Bahle	LONDON with transhipment in HAMBURG.	February.	Freight.
* Those Steame	rs have Superior Accommodation for Passen	gers and carry	a Doctor

a Stewardess. For further Particulars as to Freight, Passage, &c., apply to

TOYO KISEN KAISHA...

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. Nippon Maru (via)-) Shanghai, Nagasaki, Wednesday, 3rd Jan., Kobe, Inland Sea; Wednesday, 3rd Jan.,

1900, at Noon. Yokohama & Honolulu) AMERICA MARU (via Shanghai, Nagasaki, Saturday, 27th Jan., Kobe, Inland Sea. 1900, at Noon.

Yokohama & Hono-Hongkong Maru (via Shanghai, Naga-

Thursday, 22nd Feb., saki, Kobe, Inland 1900, at Noon. Sea, Yokohama and Honolulu)

THE Steamship

"NIPPON MARU." will be despatched for SAN, FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on WEDNESDAY, the 3rd January, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe. Steamers of this line pass through the IN-

LAND SEA OF JAPAN, and call at HONOtheir journey at any point en route. Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic

lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application. Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the

and NORTHERN PACIFIC RAILWAYS ; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate. SOUTHERN PACIFIC, CENTRAL PACIFIC, Union Pacific, Denver and Rio Grande, and other direct connecting Railways and from Chicago to destination the choice of direct on application.

Union Pacific, Denver and Rio Grande,

Particulars of the various routes can be had-Diplomatic, and Civil Services, to European to Government officials and their families. officials in the service of China and Japan, and to Government officials and their families.

portation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports | Company's and connecting Steamers. in Mexico, Central and South America, by the Company's and connecting Steamers.

same day; all Parcel Packages, should be address in full; value of same is required. required.

United States should be sent to the Company's Collector of Customs at San Francisco.

Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Freight, apply to the Agency of the Company, Queen's Building, Queen's Building.

J.S. VAN BUREN, Agent Hongkong, 9th December, 1899.

PACIFIC MAIL STEAMSHIP CO.

CARLOWITZ & Co.,

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. China (via Shangliai,) Nagasaki, Kobe, In- (Wednesday, 20th Dec., land Sea, Yokohama (at Midnight.

and Honolulu) THE Company's Steamship

will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONO-LULU, on WEDNESDAY, the 20th instant, at Midnight.

Steamers of this line pass through the IN-AND SEA OF JAPAN, and call at Honolulu, and passengers are, allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the LULU, and Passengers are allowed to break United States of Canada, Rates may be obtained on application. Passengers holding through ORDERS TO

EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACI-FIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC: RAILWAY on payment of £4 in addition to SOUTHERN PACIFIC, CENTRAL PACIFIC, the regular tariff rate. Passengers holding Orders FOR OVER-

LAND CITIES in the United States have. between SAN FRANCISCO and CHICAGO, Passengers holding orders for OVERLAND the option of the SOUTHERN PACIFIC, CITIES in the United States have between CENTRAL PACIFIC, UNION PACIFIC, San Francisco and Chicago, the option of the DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Special rates (first class only) are granted to Diplomatic, and Civil Service, to European Missionaries, members of the Naval, Military, Officers in the service of China and Japan, and Through Bills of Lading issued for transport-

ation to Yokohama and other Japan Ports, to Through Bills of Lading issued for trans- San Franscisco to Atlantic and Inland Citiesof the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to posts in Mexico, Central and South America, by the Freight will be received on board until 4 P.M.

Freight will be received on board until 4. the day previous to sailing, Parcel Packages P.M. the day previous to sailing. Parcel will be received at the Office until 5 P.M. same Packages will be received at Office until 5 P.M. day; all Parcel Packages should be marked to marked to address in full; value of-same is Consular Invoices to accompany Cargo des-

tined to Points beyond Smi Francisco, in the Consular Invoices to accompany Cargo des- United States, should be sent to the Company's tined to points beyond San Francisco in the Office in Scaled Enveloper, addressed to the

J. S. VAN BUREN, Agent.

[1310] Hongkning, 18th December, 1899.

OFFICES TO LET.

NIO. 2A, ICE HOUSE STREET. Immediate

AV. DANBY, Civil Engineer & Architect. Hongkong. 7th October, 1899.

| Parraniatta... 4886 | Mar. 27 | Mar. 31 | April 6 Massilia ... 5026 April 10 April 14 April 20

4th December, 189

ENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

HOMEWARD PASSENGER SEASON, NOTICE.

THE Undermentioned Vessels will sail from

CHINA DIRECT

FOR MARSEILLES, PLYMOUTE

LONDON. WITHOUT TRANSHIPMENT.

LEAVE. Shai. H'kong. S'porc.

For Freight or Passage, apply to H. A. RITCHIE, Suprintendent, Hongkong.

in the United States.

Collector of Customs, San Diego. For futher information as to Freight or

> For further Particulars apply to Superintendent.

Last Saturday night there was a large gathering of members of the Engineers and Ship! builders Institute, to hear a paper on the above subject read by Mr. Jacks. Mr. Cook of the Hongkong and Whampon Dock Co. took the chair and introduced the reader. Among those present were Messrs. Sinclair, Kinghorn, Skinner, Rumsey, Baine, Lt. Hobson, U.S.N., and Capt. Anderson. ~

Before reading his paper Mr. Jacks read extracts from an address given by Mr. Wenyon and published in the Colonial Institute Journal of 1898 :--

For some time past the attention of merchants all over the world has been directed to the possibility of a great extension of commerce in the Chinese Empire, owing to the opening up, in part at least, of the magnificent water. ways of the Middle Kingdom. We are now in our turn called upon to produce the craft which will navigate these rivers to the best advantage, and safely and quickly carry the commercial products of the country to the market, and our imports in and through these vast regions. The accompanying sketch map (reproduced and enlarged on the black board) of the principal trade routes wil' give a very fair idea of how far the river steamboat may be utilised; and the comparison which we are able to make, with the results arrived at by the French in Tonquin, will give us a notion of the difficulties to be encountered and overcome. According to Mr. E. Rocher, late of the Imperial Chinese Customs, the main branch of the West River is navigable up to Petse on the Yunnan border, and the other branches and ramifications of its tributaries allow native craft to traverse nearly the whole of Kwangsi and Kwangtung. One of the latest maps of this region, published only a few months back by a French Missionary, the Rev. P. Renault, at Nan-ning, also gives Pe-se as the limit for large junks. These junks he says carry from 35 to 40 tons in the summer time, when the water is high, and from 10 to 15 tons during the three dry winter months when the river is low, From Nan-ning to Pe-se the journey occupies ordinarily from 10 to 15 days, and from Nanning to Lung-chaw a day or two more. Now the writer maintains, that where those primitive craft can go the river steam boat can follow, doing easily in one day the mileage they do in ten, and in the case of light and well designed steel boats with perfect safety; whereas the junks are often wrecked and broken up on the stones and rocks which abound in the rapids. · Father Renault states that there are several rapids between Wuchau and Nan-ning; one below Houen-Chau being considered dangerous, and speaks of the prospect of English built boats of light draught being built for the purpose of navigating them. He proceeds to say that a first trial has aleady been made in Sept., 1898, when a small steamer ran between Wuchau and Nan-ning for about a month. None of the Chinese built light draught launches, the writer has observed, have so far fulfilled the conditions necessary for this king of navigation and would probably soon come to urief; it is most likely therefore, on that account, that the run has not been continued. In Mr. A. Colquhon's account of his voyage across Cryse, he states that the West river might easily and at no extravagant cost be made navigable to light draught steamers for a great distance inland. As you know, the raison dentre of the Tonquin Campaign was to secure a trade route from the sea to Yun-nan and our French neighbours by dint of heavy subsidies to shipowners, opened regular lines of traffic up to Laokay on the Frontier of Yun-nan, about the same distance from the capital, Yunnan-fu, as Pe-se. Goods are also conveyed to this important commerical centre from Su-Chau by way of the Yangtsze, so that in reality the navigable heads of the three great rivers come within a few hundred miles of each other. The Songkoi or Red River is navigable all the year round, up to Tan Quan or Yenbay. From thence to Laokay, there are three months, during which the passes in the rapids become very narrow and shallow, and only the smallest type of boat can go up, carrying mails but no cargo. These rapids are sometimes difficult to negotiate, as they are generally caused by some bend or obstruction in the fiver, such as the Tac-cui or grand rapid, which is situated just below a sharp elbow of the river, 'an island of cobble stones being thrown up in the middle, the current in the channel, running over seven, knots by the patent log. Photographs of rapids on the West River, by Mr. Colqubon, show a very similar formation to those in Tonkin and from views of the cataracts on the Nile, the writer is convinced that they are all much about the same, and that the modern steamboat can overcome these obstacles, and although we are not quite prepared to build boats to run on the dew, or float in a fog, as they say they do in California; still, if there is a couple of feet to go on, and width to pass (which can be made with a judicious application of dynamite where necessary) it is possible to get there. As to the time required to reach Yunnan-fu by the different routes, let us take first the Tonquin route, from Hongkong to Haiphong, minimum two days, Customs formalities and transhipping occupying generally three days; transhipping again at Hanol, one day; Hanoi to Lackay, five days; Laokay to Yunnan-fu, fifteen days, total 26 days. The present time from Hongkong to the capital of Yunnan would be if cargo was transhipped to junk at Samshui, about 43 days; if continued by river steamer. Petse would in ordinary circumstances, be reached in 4 or 5 days, thence to Yunnan-fu, 16 days; total 221 days. Thus it is possible for imports to reach the central market of Yunnan and beat the Tonkin route by a few days; to say nothing of escaping from the French transit tariffs, high freights, and repeated tranship. ments. Of the Yangise route, although the time would be a little longer, still it must be remembered, that Hankow is practically a sea port, and that the rich province of Szechuan; and the northern port of Yunan, would probably be supplied by that route, as soon as

reaches o. The type of hoat most suited for shallow rivers, has been a keenly disputed point, Mr. Yarrow backing up the stern wheel, whilst Mr. In these silt bearing streams, where the water Thornycroft brought out the guide blade pro- is about the consistency of pea soup. The peller; Franch builders tried boats with tunnels built for the propellers, sometimes amid- and giving least vibration, was of the ordinary ships, sometimes aft, the screw being only partially immersed when the boat was at rest, ble consistent with the power of the engines the water rising and filling the tunnel as full: and size of the boat, three bosses, carrying speed was attained. In shallow water however the hull comes so close to the bottom that the supply of water is insufficient and the propeller. only acis as a churn; moreover the danger of lest between the two rings to reef the floats the screws striking, or getting fouled by debris, when the boat is loaded. completely, precludes the practical use of the screw propeller, in rivers such as we have to boat that can successfully tackle narrow and. Twelve of these are battleships, 32 cruisers, 41 tortuous rapids with any degree of safety, and torpedo-beut destroyers, 4 gunboats, and 6. there we find a Clyde built steamer, the first sloops. Of these about a quarter are building

1801 and called the Charlotte Dundas.

river steamers, came on the scene in the upper

Our American cousins, or one of them at | all events, caught up the idea, from which, in all probability the design of the great and woundful steamboats of the Ohlo and Mississipt sprang: But to come down to date, their superiority for river work was first brought to claimed at the Post Office: the front in Europe during the Nile Campaign | Bingham, J. E. of 1885, when the Yarrow boats, Loius and Barker, A. M. Water Lily successfully passed the cataracts, Baber, Miss Z. where two of Messrs, Cook's side wheel boats Blum, M. had been wrecked. The French Government ordered about a dozen for Tonquin from a firm in Paris, which were sent out in pieces and erected at Haiphong. With these boats naval officers made strenuous efforts to reach the frontier but without success. When you look ar a sample of the boat they had, you will not be astonished, for they would neither steer with certainty, nor steam at any speed. Another type, longer and narrower, went too far in the other direction, and found difficulty in turning in the rapids, generally returning to the arsenal demolished in one way or another.

The first steamer to reach the Chinese Frontier by inland water was built of wood from an American model, the engines were likewise of American origin with long wooden connecting rods. The principal dimensions of this boat were as follows: 100 feet long, 20 feet heam, 4 feet 6 inches deep, engines to ins. cylinders, 3 feet stroke high pressure exhausting into the funnel. Her speed however was barely sufficient, and hawsers were required in the big rapids to steady her through. The model however was a step in the right direction and two larger composite boats put in hand, the first of which, the Yunnan made a record trial trip in the Summer of 1890 with Governor General Piquet and his staff on board, five days from Hanoi to Laokay, at time of heavy floods when the junks, ordinately taking 6 weeks, could not face the Dalton, E. C. current at all. These wooden boats ran great risks, the first, the Laokay after running about three years, struck a rock and sank in deep water, a total loss. The Yunnan ran fairly clear, but her sister ship the Chobo has been sunk three times, at different points of the river. This decided the abandonment of wood for steel hulls, and three of mild steel followed; improvements, based on experience, taking place in machinery and model at the In describing the construction of these boats

perhaps the best example will be that of a Columbia river stern-wheeler,; and to the iron shipbuilder or engineer, it will no doubt appear an extraoidinary structure, but for distribution of weights by the system of trussing employed it would be difficult to beat. The hulls are constructed with all the lightness in any way consistent with safety against falling to pieces, and only high pressure engines are used. The valve gear has often to be adjusted as the boat is loaded or unloaded, as the fact of the boat being slack or tight on her stays will cause a difference of length of the eccentric and valve rod, of, in extreme cases, 14". The lines of some of these bants, especially those plying on the Columbia river are very graceful, the straight stem having been retained, and won derful speeds are obtained in some cases The lines of course vary, according to the work the boat is built for, cargo boats having a shape Johnston, A. H. very full in harping, adding increased bearing lackson, II. as the dead-weight of freight increases. Tow boats are sharper, as their coal is generally earried-amidships, whereas cargo-carriers often pick up tons of stuff from the river bank and and it at next stoppage, without shifting it from the bow. On that account the best general shape, is well defined, rising lines, so that the displacement is made downward rather than sideways. This prevent the boat when driven hard from burying herself; the wall sided model having in some cases shown less speed, whilst exerting more power. Model No. 2, was a good example of this as during her first voyage, although the stem was fully five feet above still water line. the wave in some of the rapids actually foamed over the bow. After visiting the Columbia river steamboats, closely examining their structure, and following their movements, the writer decided to take a departure from the Droz, E. original American model and try the spoon bow, as adopted by Yarrow and other builders in England. Models No. 6 and No. 7 were built together, of the same displacement and having duplicate sets of compound surface condensing engines; the result, was about a quarter of a knot of speed, in favour of the spoon bow in still water, and very great facility of manœuvring in the rapids, where the wall sided bow is liable to be caught by the current on one side, and the boat whirled round like a tee-to-tum. The midship section is perfectly flat on the bottom, (the drawing shows the overturning guards). These boats are steered by two, three, or even four rudders, fixed usually between the stern and the wheel. Outside rudders, are not only too much exposed, but have no control over the boat at all in backing, and if not soon smashed up by drift wood thrown on them by the wheel, they would probably get broken off at the first sharp turning; as owing to the form of the stern, it swings round in obedience to the rudders guiding the bow into the channel; and it is not at all an uncommon sight to see the wheel throwing mud and sods off the bank, over the awning aft. The old Mississipi boats used to have one balanced rudder amidships, and two wing rudders; these wing rudders were hooked on to what was called a bustle, built in the hull, leaving a sort of tunnel, in the middle of the stern, where the water came up to the wheel, and which left room for the balanced rudder to swing. The bustle gave additional buoyancy to the hull right aft. but the steering power was not improved, and the boat could not guide herself going astern, which is necessary in leaving a river bank where there is no wharf. With the ordinary long stern rake the best form of rudder is a fork with a round stem on it to take the tiller which is attached to the other tiller by an adjustable coupling rod, the fork being deep and strong enough to take the whole depth of the rudder between its jaws. The rudder is thus simply two or three wide planks of sufficient thickness cut out to clear the round of the wheel, on the after half of the blade, the part under the stern hollowed out to clear the debris, that comes down the river after floods, Spare planks can be kept on board ready fitted, as with paddle floats, in case of accident. The wheel is often subjected to bruises and on tha account should be built in the simplest manner possible. Feathering wheels, besides being too heavy, would never stand the wear and tear is about the consistency of pea soup. The form of wheel the writer found most suitable,

(To be continued.) deal with. We have logo back to the hist year Of warships building in England at the preof the present century, to and the only type of sent time there are, as near as possible, 95. practical steamboat, working on the Forth and at the Government yards, the rest being under Clyde Canal, She was built by Symington in construction in different parts of England and

radial type; having the largest diameter possi-

paddle arms, so arranged that the floats on one

half of the wheel are between those of the

other half or staggered, sufficient space being

STEAMERS.

Langlade, Mme. Metman, H. Marthons, A. Moses, H. E. H. Bachmann, Mrs. E. Captain Passmore, will be McRay, A. L. Bingham, Mrs. MacDonald, Mrs. E. Bewick, P. M. at Daylight. Moane, G. H. McLeod, Mr. and Mrs.

Bandarera, H. Barton, W. T. Moldalao, P. Buckendorff, A. Martini, Sig. McCoy, J. P. Busch, Mrs. C. M. Monsarrat, F. G. Bonderoff, H. McClelland, Miss Bowley, C. Morris, R. Brown Bros., N. P. Moseley, Mrs. M. E. -Brett & Co. Blow, T. B. Milegoff, O. Nathan Sons, N. P. Bryant, C. J. Niven, L: Buckley, P.

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Wilson, Mrs. E.

Winard, Miss A.

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Nestoz, W. N. Dahl, L. O'Sullivan, M. M. Falkenflick, S. Pohusingh, Teguinat Patitsen, Dr. A. Fehiz, Dr. Fakoz, D. Rlcus, A. Rocof, G. (2) Forsyth, G. G. S. Renault, Mons. Paul (2) Romero, J. Grimes, J. H. Reiber, Fr. Harding, W. A. Hesketh, S. B. (2) Schwaz Stemer, C. L. Hooper, G. W. Hyndham, F. II. Israil, Eisik

· Secrau, Aba... Silva, M. da Spate, Gustav (2) Jorge, J. V. Jackson, Sergt. C. Thurburn, J. Jones, Dr. Fleming Taho, Mrs. Kalander Khan Weisman, B.

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List of unclaimed Telegrams lying in the Joint Telegraph Companies' Offices at Hongkong.

Andow. Baur Bayern, Childs Hotel. Calder Bengibb. Diocholiong. Goetz Steamship Chusan. Haydenite. Hohteefee Mansinwoh. Kaderbacha. Khengkee. Kongung Cheong-Wenglock Khye. Kwanghoplong. Kyoshirgumi C/o. Yassiamu. Mate Ship Simla. Miss Mitchell on board steamer Shanghai. Miss Slade Prins Heinrich. Mohamed Khan. Morgan Bayern, Ouannolung, Robinson. Tackseng. Thiemonge, Hongkong Hotel.

Wilbur. Wongkum 0/o. Chanlyesang 86 Wellington St. Wong Yen Chop Kuan Thai. Yanshan. Ziervogel Germania.

Turner, 🛴

Washing.

Ward Post Office.

F. VON DER PFORDTEN, Manager in China. Hongkong Station, 8th December, 1899.

Shipping.

GLAS STEAMSHIP COMPANY, THE Company NOY AND FOOCHOW.

above Ports, TO-MORROW, the hed for the For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.

General Managers! Hongkong, 18th December, 1809. HONGKONG AND MANILA REGULAR LINE OF STEAMERS.

FOR MANILA. THE Steamship

Captain A. Yribar, will be despatched as above on WEDNESDAY, the 20th instant, at Noon. The Attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light, and the First class Saloon and State-rooms are situated amidship. For Freight and Passage, apply to

LIZARRAGA HERMANOS No. 6, Beaconsfield Arcadg, Hongkong, 15th December, 1899. CHINA NAVIGATION COMPANY.

· LIMITED.

FOR MANILA. THE Company's Steamship

"CHINGTU," Captain Williams, will be despatched as above on WEDNESDAY, the 20th December. The attention of Passengers is directed to the Superior Accommodation offered by this. Steamer. The First-class Saloon is situated

forward of the Engines. A duly qualified Surgion is carried and the Vessel is fitted throughout with Electric Light. For Passage, apply to

BUTTERFIELD & SWIRE, Hongkong, 23rd November, 1899. CHINA NAVIGATION COMPANY,

LIMITED. FOR PORT DÄRWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE

THE Company's Steamship

· ""CHINGTU." Caoram Williams, will be despatched on WEDNESDAY, the 20th December, at Noon. The attention of Passengers is directed to

the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage. A duly qualified Surgeon is carried and the

Vessel is fitted throughout with Electric Light. N.B.—Roturn Tickots issued by this Con pany to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and wice verid. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Hongkong, 23rd November, 1899. CHINA NAVIGATION COMPANY,

LIMITED.

FOR SAMARANG AND SOURABAYA. THE Company's Steamship

" SHANSI." Captain Carnaghan, will be despatched as above on FRIDAY, the 22nd instant. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Hongkong, 9th December, 1899.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL: THE Company's Steamship

" PATROCLUS," Captain Dickens, will be despatched as above on TUESDAY, the 26th instant. For Freight, apply to BUTTERFIELD & SWIRE,

Agents. Hongkong, 5th December, 1899. SHEWAN TOMES & CO'S, "NEW YORK LINE.

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship. " ASAMA,"

will be despatched for the above Port, about the 27th instant. To be followed by

The Steamship "QUÈEN ELEANOR," about the 15th January, 1900.

The Steamship "MORVEN," about the 15th February, 190d. For Freight, apply to SHEWAN, TOMES & Co.,

Hongkong, 8th December, 1899. EASTERN AND AUSTRALIAN STEAM

SHIP COMPANY, LIMITED. FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENS-LAND PORTS, and taking through Cargo to Adelaide, New Zealand, &c.)

THE Steamship

'AlRLIE." Captain C. Kock, will be despatched as above on SATURDAY, the 6th January, at Noon. This well-known Steamer is specially fitted recognised. for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the

Electric-light. A Stewardess and a duly-qualified Surgeonare carried. N.B.-Return Tickets issued by this Company to and from Australia, are available for return by the Steamers of the CHINA NAVIGA-

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Hongkong, 9th December, 1899. [1528a FOR NEW YORK VIA SUEZ CANAL.

TION COMPANY and vice versd.

THE Steamshin "AFRIDI." will be despatched for the above Port about the middle of January, 1900. For Freight, apply to

DODWELL & CO., LIMITED, Hanogkong, 1th December, 1899.

Shipping. STEAMERS.

OCEAN STEAMSHIP COMPANY. FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

" DIOMED," Captain Goodwin, will be despatched or TUESDAY, the 9th January. For Freight, apply to

BUTTERFIELD & SWIRE, Mongkong, 11th December, 1899. . [1538:

N.STEAMSHIP COMPANY. (Not ERPOOL (DIRECT). HE Company's of at LONDON.) "TANTALL.

Captain Bartlett, will be de-tched on Taking Cargo to Liverroot at Lon-For Freight, apply to

BUTTERFIELD & SWIRE, Agents. Hongkong, 11th December, 1899. OCEAN STEAMSHIP COMPANY,

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship "ANTENOR,"

Captain Jackson, will-be despatched on TUESDAY, the 23rd January.

For Freight, apply to
BUTTERFIELD & SWIRE, Agents.

Hongkong, 11th November, 1899.

Consignees.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S., "PREUSSEN," of the NORDDEUTSCHER LLOYD.

THE above named-Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery

may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 21st instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 21st instant, and THURSDAY, the 28th instant, at 9.30

. All Claims must reach us before the 28th instant, or they will not be recognized. No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & Co., Hongkong, 13th December, 1899.

NOTICE TO CONSIGNEES. "GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO', ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENLOCHY," . having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the. Godowns of the Hongkong and Kowloon Wharf Hongkong, 11th September, 1896. and Godown Co., Ld., at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional cargo will be carried on unless instructions are given to the contrary before 4 P.M., TO-DAY. Goods not cleared by the 20th instant; will

be subject to rent. No Fire Insurance has been effected. All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days of steamer's arrival, after which no claims will

be recognised. McGREGOR BROS. & GOW. Hongkong, 13th December, 1899. [1548a AUSTRIAN LLOYD'S STEAM NAVIGA-TION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Steamship

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. This vessel brings Cargo:---

From Trieste, ex S.S.Imperatrix, transhipped at Bombay. From Venice, ex S.S. Massimiliano transhipped at Trieste.

Optional Cargo will be discharged here unless notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon on the 21st instant, or they will not be

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & Co.,

Agents, Hongkong, 14th December, 1899. OCCIDENTAL AND ORIENTAL STEAM-SHIP COMPANY.

NOTICE.

ONSIGNEES of CARGO per Steamship

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense. J. S. VAN BURBN,

Consignees.

INDO-CHINA STEAM NAVIGATION-

COMPANY, LIMITED. FROM CALCUTTA, PENANG AND

SINGAPORE. THE Company's Steamship

Godowns at East Point.

"SUISANG.'

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alungside. Cargo impeding the discharge or romaining

on board after Noon, the 20th instant, will be

landed at Consignees risk and expense into

No Fire Insurance has been effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co.,

General Managers. Hongkong, 16th December, 1890.

NOTICE TO CONSIGNEES:

THE P. & O. S. N. Co.'s Steamship

"BOMBAY." FROM ANTWERP, LONDON, PORT SAID,

SUEZ, AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon What and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark

and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo :--From Italy, ex S.S. Thames. From Madras, ex S.S. Loodiana. Optional goods will be landed here unless

instructions are given to the contrary before to A.M. TO-MORROW.

Goods not cleared by the 21st instant, at 4 P.M., will be subject to rent. No Fire Insurance will be affected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage, obs tained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

JL A. RITCHLE,

Superintendent. Hougkong, 15th December, 1899. AUSTRIAN LLOYD'S STEAM NAVIGA-

TION COMPANY.

NOTICE TO CONSIGNEES,

FROM KOBE. THE Steamship

"VINDOBONA,"

having arrived Consignees of Cargo are hereby. informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company,

Limited, whence delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Undersigned before Noon on the 22nd instant, or they will not be

recognised. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd instant, will be subject to rent. Bills of Lading will be countersigned by-

Hongkong, 15th December, 1899,

SANDER, WIELER & Co.,

Intimations.

ARBOLINEUM-AVENARIUS. USED FOR OVER 20 YEARS. With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness. Sole Agents for China,

LÜTGENS, EINSTMANN & Co.

JUST LANDED. S.S. Chingtu.

SMALL Consignment of PINEAPPLE BRAND AUSTRALIAN FRESH STREAKY BACON.

H. RUTTONIEE. 13 & 15, D'Aguilar Street, Hongkong, and

21 & 22, Elgin Road, Kowloon, Hongkong, 24th November, 1899. [1464a



EXTRA DRY Carto 800 Blanche

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RIGAUD et C'

10.000 White Violets. PERVUNING. equal each bottle of PARIS Rigand's Extract

Intimations.	The Share Market.	VISITORS AT THE HONGKONG	SABINE RICKMERS 5th Dec Foochow and	Gremiasicky, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 hos Capt.	Hiyei, 2nd class, 2,550 tons, 13 guns, 2,035 h.p., at Kure.
CHRISTMAS & NEW-YEAR HOLIDAYS.		Adams, Mrs. C. Macleod, Mr. H. A.	Amoy British steamor, 3,284, Cumming,	Koreyeis, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p.; Capt. Sillmann, at Nagasaki.	Haiyen, and class, 2,600 tons, 15 guns, 2,400 h.p., at Yokosuka. Orulsers.
IN accordance with the Provisions of Ordin- ance No. 6 of 1875, the Undermentioned BANKS will be CLOSED for the Transaction	Companies Paid up Latest	Aitken, Mr. J. H. Macmillan, Mr. A. G. Andrews, Mr. and Mrs. Maslevsky, Mr. W. v. Angus, Mrs. John Mason, Mr. Arbenz, Mr. Mason, Miss	Syejth Dec.—New York oth Oct., Kerosine. Butterfield & Swire. Suisano, British steamer, 1,776, E. J. Todd, 16th Dec.—Calcutta 22nd Nov., Penang	Mandjour, Russian cruisor, 1,213 tons, twin screw, 14 guns, 1,300 h.p., Capt. Yakoveff, at Nagasaki. Navarin, Russian battleship, 10,000 tons, 10	Chilose, protected cruiser, 1st class, 4,078 tons.
of Public Business, on SATURDAY, MON- DAY and TUESDAY, the 23rd, 25th and 26th instant, and on MONDAY, the 1st January,	Banks.	Arbenz, Mr. Mason, Miss Bailey, Mr. W. S. May, Mr. J. Y. Baker, Mr. R. H. Maystkin, Mrs. and Barlow, Mr. B. J. Maild	General.—Jardine, Matheson & Co. TAKAO MARU, Japanese steamer, 1,699, K.	guns, 9,000 h.p. Captain Yenish, at Naga- saki. Nayesanik, Russian cruiser, 1,334 tons, 14 guns,	Akaski, protected cruiser, 1st class, 2,800 tons, 30 guns, 8,500 h.p., at Kure. Yoshino, protected cruiser, Ist class, 4,150 tons,
For the Chartered Bank of India, Australia and China.	Hongkong & Shang- hai Banking Cor- poration	Beebe, Mr. G. McGill, Mr. W. E. Bertholen, Mr. L. McKay, Mr. T. D. and Black, Mr. W. A. R.N. valet	Coal—Mitsui Bussan Kaisha. TRIUMPH, Gorman steamer, 675, A. Ricke.	Otvasny, Russian armodred cruiser, 1,490 tons, twin screw, 12 guns, 2,000 h.p., Captain	Nanswa, protected cruiser, 1st class, 3,709 lons, 24 guns, 7,120 h.p., at Manila.
T. H. WHITEHEAD, Manager, Hongkong. For the Hongkong & Shanghai Banking Corporation.	& Japan, Limited— (Preference)	Blackburn, Mr. and McLeod, Mr. & Mrs. E. Bottech, H. Merton, Mr. and Mrs. anch, Mr. B. and maid Brerault, Mr. E. Merton (2), Misses	6th Dec.,—Haiphong and Hoihow 5th Dec., General.—Jebsen & Go. Wongkol, British steamer, 1,115, H. B. Brooke Pigot, 14th Dec.,—Bangkok and Ang Hin	Coprianoff, at Nagasaki. Pamiai Asova, Russian cruiser, 6,000 tons, 36 guns, 8,000 h.p., Captain Nidermiller, at	Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p., at Keelung. Chiyoda, protected cruise, 1st class, 2,450 tons,
T. JACKSON, Chief Manager. For the NATIONAL BANK OF CHINA,	The Bank of China	Brerault, Mr. E. Merton (2), Misses Brown, Mr. J. W. Meser, Mr. T. S. Brownlow, Mr. E. O. Miller, Mr. Raymond Brusse, Mr. G. Morrison, Mrs. F.	7th Dec., Rice and Teak, &c.—Yuen Fat Hong. Sailing Vessels.	Rossia, Russian armourd cruiser, 12,200 tons,	Takasago, protected cruiser, 1st class, 4,227 tons, 30 guns, 10,000 h.p., at Yokosuka. Akitsusu, protected cruiser, 1st class, 3,150
Limited, G. W. F. PLAYFAIR, Chief Manager.	(Deferred)	Burgdorff, Mr. T. F. Busch, Mr. and Mrs. Caldwell, Dr. W. G. Murphy, Mr. E. O. Nagelmackers, Mr. H. R. and valet	ADOLPH OBRIO, American bark, 1,302, Arms- bury, 17th Oct.,—New York 5th May, Case Oil.—Standard Oil Co.	Rurik, Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Nagasaki.	Sumo, protected cruiser, 1st class, 2,700 tons, 24 guns, 8,500 h.p., at Yokosuka.
For the MERCANTILE BANK OF INDIA, LIMITED, JOHN THURBURN, Manager, Hongkong.	Do. Foundances.	Carter, Mr. A. B. O'Neill, Mr. J. J. Clark, Dr. and Mrs. F. Parfitt, Mr. W. Coleman, Miss Pelley, Mr. & Mrs. Le	JOHN McDonald, American ship, 2,128, Stern, 25th Nov.,—New York 25th June, Oil.— Standard Oil Co.	Capt. Barronoff, at Nagasaki. Sissoi Veliky, Russian battleship, 10,000 tons;	Ideumi, protected cruiser, 1st class, 2,950 tons, 20 guns, 6,080 h.p., at Yokosuka. Sai-yen, protected cruiser, 1st class, 2,300 tons,
For the BANQUE DE L'INDO-CHINE, Hongkong Agency, L. BERINDOAGUE,	Canton, Ld	Coleman, Mr. and Mrs. Pepperman, Mr. W. L. Collier, Mrs. Perry, Mr. J. C. Collins, Mr. Pierce, Mr. A. J. Crerar, Mr. J. P. Pratt, Mr. F. R.	MARY L. CUSHING, American bark, 1,540, Pendleton, 1st Oct.,—New York 16th May, Case Oil.—Order.	Sivouten, Russian gunboat, 950 tons, twin	Akilsushima, protected cruiser, 1st class, at Manila.
For the BANK OF CHINA & JAPAN, LIMITED, HONGKONO, CHANTREY INCHBALD,	Yangtsre Ins. Assoc.	Cunlisse, Miss Ramsny, Mr. N. R. Davidson, Mrs. Reeves, Mr. Denroche, Mr. P. C. Richardson, Mr. and	REUCE, American ship, 1,828, D. Whitmore, 3rd Oct.,—New York 30th May, Case Oil. —Standard Oil Co.	screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki. Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtomsky, at Che-	Miyako, 2nd class, 1,800 tons 34 guns, 5,000 h.p., Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p., at Shanghai. Yaeyama, 3rd class 1,600 tons, 10 guns, 5,630
Manager. For the Voyalhama Specie Bank, Limited.	Canton Ins. Office, Ld	Doyle, Mrs. C. E. Drum, Miss Richardson, Miss Edge, Col. and Mrs. Richardson, Mr. G. E.	SIMLA, British 4-masted bark, 2,087, Huestis, 25th Aug.,—Cebu and Phillipine Islands 22nd Aug., Ballast.—Order. STATE OF MAINE, American ship, 1,500,	mulpo. Vostock, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki.	Tsukushi, 3rd class, 1380 tons, 12 guns, 2,687 h.p., at Kure.
Agent.	Fire Insurances.	Farrell, Mrs. and child Robins, Mr. S. J. Finlay, Mr. J. A. Rodder, Mr. Thos. Finlay, Misses (2) Roditi, Mr. H. O.	Colcord, 9th Oct.,—New York 20th May, Kerosine Oil.—Standard Oil Co. VALE OF DOON, British bark, 669, J. Peterson,	Viadnik, Russian torpedo boat, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia, at Nagasaki.	Musashi, 1,490 tons, to guns, 1,600 h.p., at Yokosuka.
Hongkong 16th December 1800 [15654]	China Fire Ins. Co., \$ 20 \$88	Frervagel, Mr. Rolph, Mr. R. T. Fuckel, Mr. W. Sanger, Dr. and Mrs. Gearin, Mr. H. Scott, Mrs. P. Gearin, Mrs. and Miss Simmins, Mr. H.	11th Dec.,—Rajang, Sarawak, N.B. 15th Nov., Hard-wood —Order. WARATAH, British schooner, 25, Haynes, 23rd	Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki. RUSSIAN TORPEDO FLOTILLA.	Kaisuragi, 1,480 tons, 10 guns, 1,600 h.p., at Saseho. Vamaio, 1,480 tons, 10 guns, 1,600 h.p., at Chemulpo.
No. 6, Ice House Street, Praya Central.	Hongkong, Canton, & Macao Steamboat Co., Limited \$ 15 \$31	Gibson, Mr. & Mrs. K. Smith, Mr. E. Goddard, Capt. Smythe, Mr. A. J. Godman, Mr. J. Hamilton	Sept.,—Takow 15th Sept., Ballast.—Mr. F. W. Hall. WM. H. CONNER, American ship, 1,424, J. T. Erskine, 14th Oct.,—New York 7th May,	(SEA GOING.) Borgo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp tubes 1,100 h.p., speed 21	Tenriu, 1,550 tons, 10 guns, 1165 h.p., at Fusan. Kaimon, 1,360 tons, 10 guns, 1,125 h.p., at Saseho.
Head Office:-TOKIO.	Indo-China Steam Navigation Co., Ld. £ 10 \$82 China & Manila S.S.	Goldman, Mr. H. Taylor, Mr. B. Green, Mrs. F. E. Taylor, Mr. H. J. Griffin, Major and Mrs. Thomas, Mr. & Mrs. C.	and Rio Janeiro 11th July, Kerosine.— Standard Oil Co.	knots. Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 786 h.p., speed 22 knots.	Amagi, 1,030 tons, 13 guns, 720 h.p., Yokosuka. (Ist and 2nd olass.) Forel, Russian torpedo boat, 23 tons, 1 gun,
NEWCHWANG and an roles in JATAN.	Douglas Steamship	Groves, Mrs. Hall, Mr. R. J. Halstead, Miss Tibbey, Mr. H. M.	HER BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.	Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 h.p., speed 19.7 knots. Ussuri, Russian torpedo boat, 140 tons, 4 guns,	Jantchicki, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots. Nargen, Russian torpedo boat, 85 tons 4 guns,
Miiki Coal Mines. Kanada Coal Mines. Hokoku Coal Mines.		Hammen, Mr. W. G. Trigabal, Mr. Hannay, Mrs. J. W. Vaughorn, Mr. H. S. Hannay, Miss Vickers, Mr. C. Haynes, Mrs. Waghorn, Mr. G.	Hongkong, December 18th, 1899. Alacrity, despatch-vessel, 1,725 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, an route Singapore.		Novorossisk, Russian torpedo boat, 87 tons, 4. guns, 2,900 h.p., 22 knots.
No. 1, Ohtsuji Coal Mines.	China Mutual S. N. Co., Ld.—(O'ary) £ 5 £5 Star Ferry Co., Ld \$ 10 \$21	Horsey, Mr. and Mrs. Waldow, Mr. R. Howard, Mr. T. Walling, Mr. and Mrs. Ireland, Mr. L. F. B. T. and child	Algerine, sloop, 1,050 tons, 6 guns, 1,100 i.h.p.,	THE FRENCH SQUADRON. Bengali, and class dispatch-boat, LtComdr.	Podorosnik, Russian torpedo boat, 23 tons, I gun, 220 h.p., 16 knots. Sisik, Russian torpedo boat, 23 tons, I gun, 220
Ichimura Coal Mines. Kishima Coal Mines. Yoshio Coal Mines. Yamano Coal Mines.	Trading Co., Ld £100 £240	Jackson, Mrs. Whiley, Mr. & Mrs. W. Jeffreys, Major & Mrs. Whiley, Miss Johnston, Mr. W. A. Whitlow, Mr. and Mrs.	Bayly, Manila. Barfleur, 1st class battleship, 13,000 tons, 14 guns, 13,163 i.h.p. Captain Hon. S. C. J.	De La Croix de Castries, at Haiphong. D'Entrecusteaux, * 1st class cruiser, 8,114 tons, 26 guns, 13,500 i.h.p., Capt. de	Skorpion, Russian torpedo boat, 23 tons, 1 gun,
Manoura Coal Mines. The Osaka Shosen Kaisha, Ltd.	China Sugar Refining Co., Ld	Joseph, Mr. and Mrs. A. W. Katsch, Mr. E. A. Wild, Mr. and Mrs. Kenma, Mr. Bagnall	Colville, C.B., Hongkong. Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Capt. R. H. J. Mont-	Marolles, at Kwang-chau-wan. Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 i.h.p., Captain Philibert,	Sootchena, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 10 knots. Sterlaid, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Meiji Fire Insurance Co., Limited. Kanegafuchi Cotton Spinning Mills. Shanghai Cotton Spinning Mills.	Co., Ld \$100 \$47\frac{1}{2} Mining. Punjom Mining Co.,	Kinghorn, Mr. Wildschut, Capt. Kirkwood, Mr. J. Williamson, Mrs. J. Kunkel, Mr. & Mrs. M. Wingat, Capt. A. W. S. Leggatt, Mr. E. A. Worfield, Mr. and Mrs.	gomerie, C.B., R.N., Shanghai. Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 h.p., Capt. Wrey, Kwang-chow-wan. Dapline, sloop, 1,140 tons, 8 guns, 2,000 i.l.p.,	Saigon.	Strauss, Russian torpedo boat, 23 tons, I gun, 220 h.p., 16 knots. Sunguri, Russian torpedo boat, 140 tons, 4
Mike Cotton Spinning Mills. Mike Cotton Spinning Mills. Imperial Government Paper Mills.	Ld	Levy, Mr. L. A. Wyles, Mr. W. S. Lutz, Mr. E. Zuniga, Mr. J. M. de	Comdr. C. Winnington-Ingram, Hankow. Endymion, British cruiser, 7,350 tons, Capt. G. A. Callaghan, en route Wei-hai-wei.	Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.h.p., Capt. Aubin, at Kwang-chauwan. Kersaint, 3rd class cruiser, 1,243 tons,	guns, 1,800 h.p., 22 knots. Gun-boats. Oslima, 640 tons, 10 guns, 1,200 h.p., at Saseho.
MITSUL BUSSAN KAISHA, M. FUJISE,	Société Française des Charbonnages du Tonkin	VISITORS AND RESIDENTS AT THE PEAK HOTEL.	Esk, coast desence gunboat, 363 tons, 3 guns, 200 i.h.p., LieutComdr. C. Chadwick, Ichang.	13 guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Kwang-chau-wan. Lion, gunboat, 473 tons, 8 guns, 576 fi.p., Capt.	Akagi, 620 tons, 10 guns, 700 h.p., at Kure. Alago, 620 tons, 10 guns, 700 h.p., at Kobe. Maya, 620 tons, 10 guns, 700 h.p., at Kure.
Hongkong, 11th December, 1809 [45]	Trading Co., Ld \$ 5 \$12}	Berindoague, Mr. Louis. Longuet, Mr. and Mrs. Brayne, Mr. H. F. R. C. W. Bure, Mr. P. Martin, Mr. R. Clarke, Mrs. A. C. Mitchell, Mr. R.	Fame, twin screw, torpedo-boat destroyer, 360 tons, 5,400 i.h.p., LleutCom. W. J. Reyes, Hongkong. Firebrand, 3rd class gunboat, 455 tons, 4 guns,	Amet, at Hoihow. Pascal, 2nd class protected cruiser, 4,000 tons, 36 guns, 9,000 i.h.p., Gapt. M. Motet, at	Chiokai, 620 tons, 10 guns, 700 h.p., at Taku. Soko, 572 tons, 4 guns, 400 h.p., at Jaseko. Iwaki, 600 tons, 6 guns, 400 h.p., at Yokosuka. Chinio, 490 tons, 5 guns 472 h.p.
IGHT SCHOOL for EUROPEANS, by an Ex-School MASTER. Terms moderate, for Particulars apply	Mining Co., Ld 158. 10d. \$614 Olivers Freehold Mines, Ld \$ 5 \$9	Corback, Capt. Van O'Gorman, LtCol. The Denison, Mr. A. L. O'Gorman, Madame	360 i.h.p., Hongkong. Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.h.p., Hongkong.	Surprise, gunboat, 627 tons, 10 guns, 860 i.h.p., Capt. Mornet, at Hongay. * Flag-ship of Vice-Admiral Courrelelles.	Chinest, 490 tons, 5 guns, 472 h.p. Chin Hoku, 490 tons, 5 guns, 472 h.p. Chin Pui, 500 tons, 9 guns, 455 h.p.
c/o This Office.	Great Eastern & Cale-	Dow, Mr. P. Elsdale, Colonel H. Ezekiel, Mr. J. S. Forbes, Mr. A. Peters, Dr. Marx Pollock, Hon. H. E. Pynne, Capt. Rumsey, Comdr. R. M.	Harl, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 i.b.p., Hongkong, Humber, storeship, 1,640 tons, 800 i.h.p., Com. H. J. Davison, Hongkong.	THE GERMAN SQUADRON, Deutschland, German battleship, 8,400 tons, 38 guns, 5,360 h.p., Captain Müller,	Chin Chu, 500 tons, 9 guns, 455 h.p. Torpedo-gunboat. Talsuta, 875 tons, 6 guns, 5 torpedo tubes,
LEVY HERMANOS.	ing Co., Ld \$ 5 \$0.55 Do. (Preference) 8 1 \$0.50 sellers	Forbes, Mr. A. Fraser, LtCol. A. R. Gompertz, Mr. H. H. Gorges, Colonel E. H. Smith, Mr. A. Findlay	Iphigenia, 2nd class cruiser, 3,600 tons, 8 guns, 7,000 i.h.p., Capt. H. N. Dudding, Hongkong.	Bangkok.	Torpedo-boats. Murakumo, 279 tons, at Ujina. Shinonome, 279 tons, at Kure.
Sole Agents in the East for the amaigamated CLEMENT, HUMBER and GLADIATOR Co., Ld.,	Hongkong & Wham- poa Dock Co., Ld. \$125 525 %	Gros, Mr. Edward F. Stokes, Mr. A. G. Hallifax, Mr. E. R. Stokes, Mr. A. P. Helm, Mr. H. L. Thomson, Mr. O. D.	Linnet, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Commander W. W. Smythe, Wuchow.	Hertha, German cruiser, 6,000 tons, Capt. S. v.	Yugiri, 279 tons, at Takeshiki. Shiranuki, 279 tons, at Kobe. Ikadusch, torpedo-boat destroyer, 331 tons,
A special reliable Watch made for this Climate. Quality A	loon Wharf & Go- down Co., Ld \$ 50 \$86 Wanchai Warchouse	Iburg, Mrs. Wardwell, Misses (2) John, Major.G. R. St. Wardwell, Miss R. Kofotl, Capt. Wheeler, Mr. G. H. Lee, Mr. J. E.	Orlando, British cruiser, 5,600 tons, Capt. J. H. Burke, Hongkong. Peacock, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., LieutComdr. P. S. St. John,	Captain H. H. Lans, on the Tsingtau.	Shiramubi, torpedo-boat, 278 tons, Comdr.
Quality B	& Storage Co., Ld. \$ 371 \$45 buyers New Amoy Dock Co., Ld \$ 64 820	CRAGIEBURN. Flynn, R.N. Rev. F. Simonds, Capt. C. B.	Manila. Phanix, British gunboat, 1,015 tons, Comdr. Cochran, Hongkong.	8,000 h.p., Capt. Obenteimer, at Nagasaki. Jaguar, German cruiser, Captain Kinderling, at Kiaochow.	14 boats (Creusot), 56 tons, 2 torpedo-tubes, 525 h.p. 7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525
PROTOGRAPHER,	China Provident Loan & Mortgage Co., Ld. \$ 10 \$9.30 buyers	Johnston Mr. R. F. R.A. O'Leary, Mrs. T. S. Simmonds, Mrs. Ormsby, Hon. & Mrs. Snow, Lt. C. F., U.S.N.	Pignty, 1st class gunboat, 755 tons, 6 guns, 1,200 i.h.p., LieutComdr. J. F. E. Green, Wei-hai-wei.	Shanghai.	t boat (Normand), 75 tons, 2-torpedo-tubes,
Ice-House Road.	Hongkong Land Investment & Agency Co., Ld \$ 50 \$114 Kowloon Land and	R. D. Snow, Mrs. C. F. and Ormsby, Miss daughter Russel, Mr. and Mrs. Volpicelli, Consul E. F. Volpicelli, Madame	Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., LieutComdr. C. V. de M. Cowper, Manila. Redpole, British gunboat, 805 tons, Capt. F. F.	THE AMERICAN SQUADRON. Bennington, U.S. gunboat, 1,710 tons, 6 guns,	2 boots (Schichau), 90 tons, 3 torpedo-tubes, 4 boats (Yarrow), 40 tons, 3 torpedo-tubes,
ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.	Building Co., Ld \$ 30 \$28 West Point Building Co., I.d \$ 50 \$34 buyers	VELLELS IN PORT.	Haworth Booth, Shanghai.————————————————————————————————————	3,436 h.p., Com. C. H. Arnold, at Manila. Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut. Benjamin Tappan, at Manila.	10 boats (Yarrow), 40 tons, 3 torpedo-tubes, 620 h.p. Miscellaneous.
a speciality,	Hongkong Hotel Co., Ld \$ 50 \$119 Humphrey's Estate &	Steamers. CHINA, American steamer, 3,187, W. B. Seabury, 9th Dec.,—San Francisco 9th	Tamar, receiving snip, 4,000 tons, Comor.	Castine, U.S. gunboat, 1,177 tons, 8 guns, 2,199 h.p., Comdr. S. W. Very, at Manila. Celtic, U.S. supply-ship, 6,428 tons, 1,890 h.p., Lieut. Comdr. N. J. K. Patch, at Manila.	-Tokiwa, at Yokosuka. Fuso, at Kure. Naniwa, at Yokosuka.
SIENTING, SURGEON DENTIST.		Nov., and Shanghai 6th Dec., Mails and General.—P. M. S. S. Co. CHOWFA, British steamer, 1,055, J. Williamson,	Tweed, coast defence gunboat, 363 tons, 3 guns, 200 i.h.p., LieutComdr. H. E. Hill-	h.p., Comdr. S. M. Ackley, at Manila. Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p.,	Rinjo, amioured cruiser, 2,530 tons, 10 guns, 800 h.p. (used as gunnery training ship.)
Consultation fice.		Hin 5th, General.—Butterfield & Swire. CLARA, German steamer, 675, A. Hansen, 30th Nov.,—Haiphong 26th Nov., Rice.—	Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke,		Kanjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.) Manjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.)
DENTISTRY	& W. Co., Ld Tls. 100 Tls. 55 International Cotton M'sg. Co., Ld Tls. 100 Tls. 70 Laou-kung-mow Cot-	Jebsen & Co. DEVAWONGSE, British steamer, 1,057, Richard Curtis, 15th Dec.,—Bangkok 6th Dec.,	guns, 12,000 i.h.p., Captain A. Schomberg, Wei-hai-wei.	Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila. Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., LieutComdr. W. H. Everett, at Hong.	Tsukuba, wooden screw steamer, 1,989 tons, to guns, 520 h.p., at Edajima.
SUI SANG, (Lately Practising with Dr. I. SAKATA),	ton Spinning & Weaving Co., Ld Tls. 100 Tls. 73 Soy Chee Cotton Spin-	and Ang Hin 8th, General.—Yuen Fat Hong. DORIC, American steamer, 2,691, Harry Smith,	Whiting, twin screw, torpedo-boat destroyer,	Manila, U.S. gunboat, 1,0,7 tons, 2 guns, 750. h.p., LieutComdr. A. P. Nazro, at Manila.	Yokosuka. (nsed as a hulk.)
No a Queen's Road Central	ning Co., Ld Tls. 500 Tls. 350 Yahloong Cotton Spin- ning Co., Ld Tls. 100 Tls. 58	R.N.R., 16th Dec.,—San Francisco 17th Nov., Honolulu 24th, Yokohama 7th Dec., Kobe 8th, Nagasaki 10th, and Shanghai 13th, Mails and General.—O. & O. S. S.	Wivern, coast defence ship, 2,750 tons, 4 guns,	Monadnock, U.S. double-turret monitor, 3,990 tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Manila.	Jingei wooden paddle steamer, 1,465 tons, 2 small guns. (used as torpedo training ship.
TOT RESPONSIBLE FOR DEBTS.	_ Co., Ld 8 to Sant sales	Co. EMPRESS OF JAPAN, British steamer, 5,904, G. A. Lee, R.N.R., 2nd Dec.,—Vancouver	Woodcock, British gunboat, 2 guns, 560 h.p., LieutComdr. Watson, on the Yangteze. Woodlark, British gunboat, 2 guns, 550 h.p.,	Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai. Monterey, U.S. double-turret monitor, 4,084 tons, 4 guns, 5,244 h.p., Comdr. E. H. C.	post Ottice.
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any	China-Borneo Co., Ld. \$ 15 \$15} A. S. Watson & Co., Limited \$ 10 \$15.75 Watkins, Limited \$ 10 \$10	General.—C. P. R. Co. GERMANIA, German steamer, 1,174, A. Möller,	LtComdr. R. A. Norton, on the Yangtsze. Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class	Nanshan, U.S. collier, Lieut, L. A. Kaiser. Oregon, 1st class U.S. battleship, 10,288 tons,	A Mail will close:— For Shanghai—Per Wingsang to morrow, the 19th instant, at 2 P.M. For Shanghai—Per Antenor to morrow, the
of the following Vessels during their stay in Hongkong Harbours:	Hongkong Electric	Jebsen & Co. HAICHING, British steamer, 1,267, W. Davis, 16th Dec.,—Foochow 13th Dec., Amoy	Italian	16 guns, 11,111 h.p., Capt. G. F. F. Wilde, at Manila. Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095.	For Shanghai—Per Loongmoon to morrow, the 19th instant, at 3 P.M.
dard Oil Co.	Co., Limited	14th, and Swatow 15th, General.—Douglas, Lapraik & Co. HOHENZOLLERN, German steamer, 2,039, H.	Eina, Italian cruiser, 3,500 tons, Capt. G. Giorello, Hongkong. Liguria, Italian cruiser, 4,500 tons, Captain	800 h.p., Comdr. Harry Knox, at Manila.	For Singapore and Penang—Per Germania to-morrow, the 10th instant, at 3 P.M. For Chinking and Hankow—Per Dr. H. J.
Hongkong, 18th December. ON LONDON, Telegraphic Transfer1/11 9/16	Hongkong Rope Manufacturing Co., Ld. 8 50 \$210 Geo. Fenwick & Co., Ld \$ 25 \$42	Kirchner, 6th Nov.,—Yokohama 27th Oct., Kobe 31st, and Nagasaki 2nd Nov., Gene- ral.—Melchers & Co.	Casella, Singapore. Plemonte, Italian cruiser, 2,800 tons, 12 guns, Captain Giuliani, Singapore.	I,081, h.p., Comdr. W. T. Burwell, at Manila. Yorktown, U.S. gunbont, 1,710 tons, 6 guns,	Victoria, B.C. and Vancouver Per Rindress of
On BERLIN, (demand)	H'kong Ice Co., Ld. \$ 25 \$126 H'kong High - Level \$100 \$150	Kong Beng, British steamer, 862, F. W. Joslin, 13th Dec.,—Haiphong 11th Dec., Rice and General.—Butterfield & Swire. König Albert, German steamer, 10,600, O.	Stromboli, Italian cruiser, 4,000 tons, 36, guns, 6,252 h.p., Capt. C. Bregante, Singapore. Miscellaneous.	3,392 h.p., Comdr. C. S. Sperry, ht Manila. Yosemite, U.S. converted cruiser, 6,179 tons, to guns, 3,800 h.p., Capt. G. E. Ide, at	For Manila—Per Legaspi on Wednesday, the 20th instant, at I ha.M. For Manila, Port Darwin, Thursday Island,
ON PARIS, Bank Bills, on demand2.50 Credits, 4 months' sight2.55 ON NEW YORK, Bank Bills, on demand48	Dairy Farm Co., Ld. 5 6 \$6 Hongkong and China Bakery Co., Ld 5 50 \$25	Cuppers, 13th Dec.,—Yokohama 4th Dec., Mails and General.—Melchers & Co. MENMUIR, British steamer, 1,980, S. J. George,	Liberal, Portuguese gunboat, 588 tons, Comdr. Cunha, Hongkong. Presidento Sarmineto, Argentine cruiser, 2,850 tons, Capt. Betbeder, Manila.		Cooktown, Calras, Townsville, Rochampton, Brisbane, Sydney and Melbourne—Per Chington on Wednesday, the Per Wachow on Wednesday, and Tor Samshui—Per Wachow on Wednesday,
ON BONBAY, Telegraphic Transfer146	Campbell, Moore and Co., Ld	6th Dec.,—Sourabaya and Cheribon 25th Nov, Sugar,—Jardine, Matheson & Co.: NANYANG, German steamer, 983, Th. Lehmann, 3rd Dec.,—Canton 3rd Dec., General.—	FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.	JAPANESE MEN-OF-WAR. Battleships.	the 20th instant, at A.P.M. For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per China on
ON SHANGHAI, Telegraphic Transfer	United Asbestos Oriental Ag'cy, Ld., 8-4 \$2 United Asbestos	Siemssen & Co. PHRA NANG, British steamer, 1,021, A. S. Calder, 14th Dec.,—Bangkok 5th Dec.,	The Russian Squadron. Admiral Korntloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p.,	Vashim , 1st class, 12,400 tons, 38 guns, 14,000 h.p., at Kure. Fuji, 1st class, 12,450 tons, 38 guns, 14,000	Wednesday, the 20th inst, at 5 P.M. For Samarang and Sourabaya—Per Shansi on Friday, the 22nd instant, at 11 A.M.
Gold Leaf 100 touch, per tael	Oriental Ag'cy, Ld., \$ 10 \$10 Carmichael & Co., Ld., \$ 20 \$8 Tebrau Planting Co.,	Yuen Fat Hong. PROGRESS. German steamer, 687, P. Brandt,	Captain Jakovleff, at Nagasaki. Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki.	Chinyen, and class, 7,330 tons, 22 guns, 6,200 h.p., at Yokosuka	For Europe, &c., India, via Thicoria-Per
rational and the second and the seco	Tebrau Planting Co., Ld	Siemssen & Co.	Bobre, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,150 h.p.; Captain-Dobrovolsky; at Nagasaki. Dimitri Donskoy, Russian armoured cruiser,	Coast Defence Ships: -Maleushiesa, est class, 4,277 tons, 25 guns, Ilsuskushima, ist class, 4,277 tons, 35 guns,	For Singapore: Penang and Bombay-Per
New Pates		AND WILLIAM AND	I gostone twin errow 44 mine 7 con h 6.	5.400 h.n. at Kure 7	The state of the s

QUARTA, German steamer, 1,146, H. Johannsen, 10th Dec.,—Bangkok 20th Nov., and An Hin and Dec., Rice.—Sander, Wieler &

ROHILLA, British steamer, 3,501, S. de B. Lockyer, R.N.R., 21st Nov.,—Yekohama 14th Nov., General.—P. & O. S. N. Oo.

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Telegraph Address-"Rigito."

Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Nagasaki, Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Nagasaki.

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5,400 h.p., at Kure.

Hashidate, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.

Kongo, 2nd class, 2,550 tons, 13 guns, 2,035 h.p.,